



CITY OF LONG BEACH COMPREHENSIVE PLAN

City of Long Beach
Saccardi & Schiff, Inc.

April 2007

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Long Beach City Council
City Manager
Planning Advisory Board

Saccardi & Schiff, Inc.
Eschbacher Engineering, P.C.

Adopted April 4, 2007

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PREFACE

The City of Long Beach Comprehensive Plan evolved from a 15-month planning process. The planning consultants, Saccardi & Schiff, Inc. worked closely with the Long Beach City Manager, City Council, Planning Advisory Board and various City departments to develop the plan. An extensive public participation was undertaken, including six community charrettes that focused on the goals and objectives of individual topics.

Under current New York State Law, the local governing body, in this case the Long Beach City Council, is responsible for undertaking and potentially adopting the Comprehensive Plan. The governing body can utilize other entities within the community to assist in the formulation of plan proposals. In Long Beach, the City Council authorized the Planning Advisory Board to work with professional planning consultants and to host the six community charrettes to garner public input. [Meetings were held on a regular basis, leading up to a draft plan that was the subject of a public hearing and review in accordance with the State Environmental Quality Review Act (SEQRA)].

The City Council determined the Comprehensive Plan would not have a significant effect on the environment and adopted the Plan on April 4, 2007.

The plan encompasses a set of plan proposals and potential implementation programs designed to shape the physical environment of this built up city within the context of revitalization, redevelopment, and limited new development opportunities. The initial step of the comprehensive planning process was an analysis of citywide existing conditions that resulted in a Technical Memorandum presented to the City in May 2005. The Technical Memorandum incorporated documentation and analyses of community structure and character, land use and zoning, housing, economic conditions, infrastructure, community services and facilities, transportation, demographics and public policy. A preliminary analysis of Areas Subject to Change

was also completed. These areas include the bayfront, oceanfront, Long Beach Boulevard and other specific areas throughout the city in need of alternative planning concepts to address underutilized or undeveloped properties that could impact the future shape of the city.

The existing conditions analysis resulted in a set of preliminary goals and objectives. These preliminary goals and objectives were presented at the six neighborhood charrettes for discussion by Long Beach citizens. With citizen input, these goals and objectives were refined to form the basis of the plan proposals. The plan proposals make recommendations for the Areas Subject to Change and address the functional areas studied in the existing conditions Technical Memorandum. The plans result in a Proposed Land Use Map.

The last section of the Comprehensive Plan provides a series of implementation techniques including zoning changes to guide proper development and modernize the City's Zoning Ordinance, public sector initiatives to sustain the City's infrastructure, and identification of programs available to fund plan proposals.

The Comprehensive Plan provides an overall guide for the city's growth over the next 15 or so years. It provides the context within which the City can make rational land use decisions. This Plan will not be utilized to replace the need for future detailed studies or site-specific environmental reviews; the Plan will be utilized to provide reference and policy guidance for subsequent analyses, as required by SEQRA. The City of Long Beach Comprehensive Plan is intended to be flexible to respond to changing economic and social conditions, yet firm enough to provide a solid basis for the critical choices that will inevitably arise.

I. EXISTING CONDITIONS

A thorough understanding of existing conditions is a necessary component of the Comprehensive Plan process. The proposed goals and objectives, as stated in a subsequent section of this report, are based on both current and projected information, on both existing conditions and recognizable trends, and on the constraints and desires of the City. This initial chapter of the Comprehensive Plan outlines the existing conditions of the City in relation to a number of relevant topics, including, community character, land use and zoning, socioeconomic conditions, infrastructure, public policy, visual character, economic development, historic and cultural resources, community facilities and services, parks, recreation and open space, waterfront and environment, and traffic, parking and transportation.

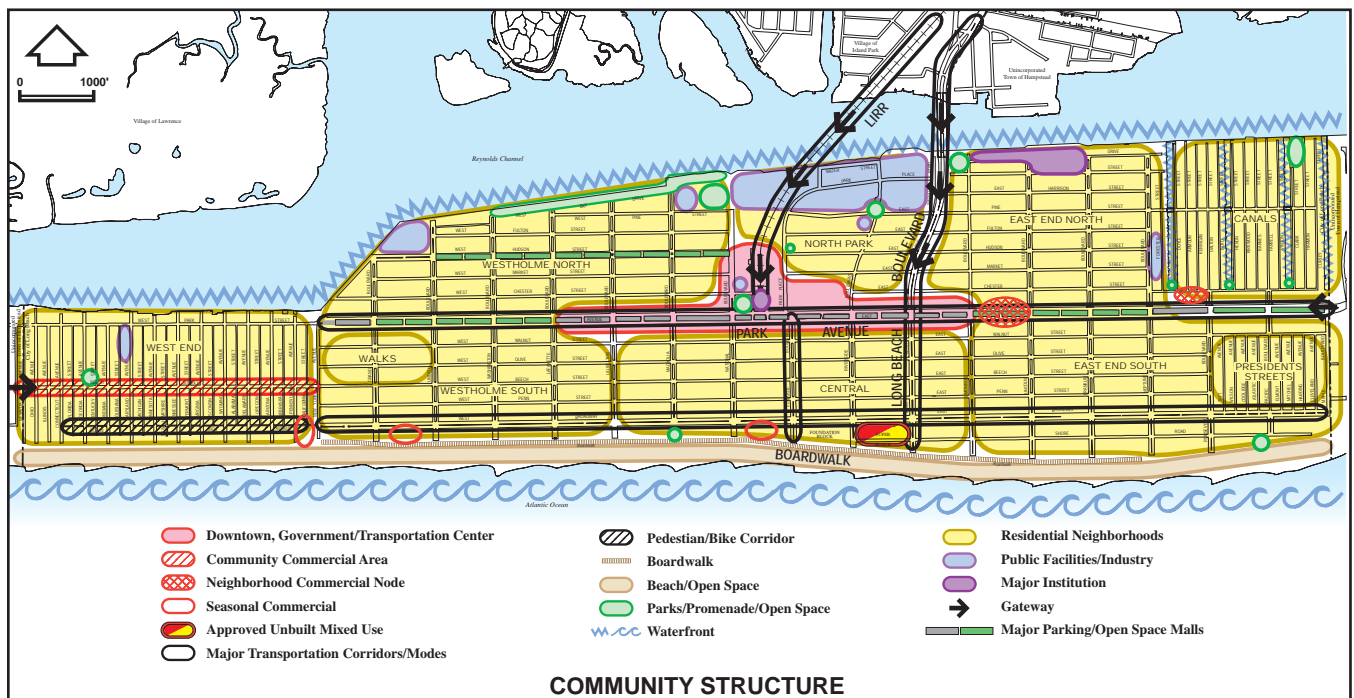
A. Community Structure

The comprehensive planning process begins with an understanding of the basic structure of the city, including its geographic location, natural features and manmade environment. The city is located on a barrier island in the Town of Hempstead, in Nassau County. Principal defining natural features



for Long Beach are its Reynolds Channel bayfront and Atlantic Ocean beachfront. Manmade features of significance are the almost universal grid street pattern laid out on a generally flat topography, along with two prominent features: the boardwalk and the Long Island Rail Road and station.

Within these natural and manmade features are the seven major neighborhoods of the city that include the West End; Westholme, including the



Walks; North Park; Central; East End, including the Presidents Streets; and the Canals. For the purposes of the Comprehensive Plan, the Downtown/Government Center is considered to be a neighborhood.

The barrier island form, with overlain grid street pattern, creates the context for the city's major transportation corridors and entryways of Park Avenue, Beech Street and Long Beach Boulevard. Within the city, other east/west corridors are Broadway, and Ocean View Street and the boardwalk as pedestrian, bike and skate corridors. North/south corridors to and from the downtown center are the Long Island Rail Road rail corridor and Edwards Boulevard as a pedestrian corridor from the railroad to the beach.

The city's downtown is organized around the City Hall government center and multimodal transportation center that act as the hub of the main commercial district. The West End's Beech Street is the other major neighborhood commercial area.

Public facilities, industry and institutions define the large central portion of the city's bayfront. The Superblock, Foundation Block, and portions of the bayfront are the large scale redevelopment opportunities that can be anticipated to have a restorative community and economic development effect on the city.

This overall community structure is depicted in the Community Structure Exhibit. This structure acts as the basis for planning for the next 15 to 20 years providing guidance for areas of development and redevelopment and neighborhood and open space preservation areas.

B. Community Character

The character of a community is comprised of a series of building blocks that add up to a physical environment that provides the quality of life for its residents. Those building blocks include a community's built and natural environment, its land use plan and zoning regulations, its visual image and historic character, the stability of its

neighborhoods and quality of its housing stock, the health of its economic base and commercial areas and the amount and quality of its open space, parks and recreation areas.

The following are the existing conditions and issues and opportunities of Long Beach with regard to its community character in each of these building block categories.

1. Land Use and Zoning

a) Existing Conditions

The city's grid street system creates an organized community structure and land use pattern laid out in a linear fashion. The majority of the city's land use is residential. The main corridor of higher density residential uses is Broadway between New York Avenue and Roosevelt Boulevard and Shore Road between Riverside Boulevard and Maple Boulevard. Commercial uses line two major corridors, Park Avenue between Lafayette Boulevard and Monroe Boulevard and Beech Street between Nevada Avenue and New York Avenue. Two other neighborhood commercial nodes of uses exist along Park Avenue between Monroe and Lincoln Avenue and between Doyle Street and Dalton Street. The other commercial use corridor is Long Beach Boulevard, a major entryway in the city, which is characterized by many automotive related uses. Public facility and industrial uses are clustered along the Reynolds Channel waterfront between Long Beach Boulevard and National Boulevard.

There is a general consistency of land use with zoning use categories throughout the city with some small exceptions. Particularly in the West End, the West Beech Street frontage is zoned for business use but many parcels are pre-existing or new residential uses. Commercial uses are also scattered along the Park Street corridor outside the center city business zones and the neighborhood business zone mapped on the half block of the north side of Park Street between Neptune and Roosevelt Boulevards.

The City's Zoning Ordinance was last comprehensively amended in 1987, although a variety of amendments have been enacted since that time. The Ordinance establishes 20 districts, 15 of which are exclusively residential, one district that permits mixed multifamily residential and business use, three exclusively business districts and one industrial district. The districts are established to both accommodate existing development patterns as well as to shape future development patterns.

Some amendments have been made since 1987 in an attempt to reduce the heights and bulk of home renovations and new construction and maintain existing neighborhood character. Building height has been reduced in the Residence DD district, mapped in the Walks (25' to 20'), Residence E district mapped in the West End (25' to 17'), and Residence FF district mapped in the Canals (25' to 20'). The result of these amendments has been a rise in the number of applications for height variances.

The Residence F district has also been changed such that no new two-family or renovations to create two-family residences are permitted.

There is no site plan approval law in the city and applications for development or redevelopment are either deemed to comply with existing zoning and are issued a building permit by the Department of Buildings or are deemed to require a variance and are referred to the Zoning Board of Appeals (ZBA).

b) Issues and Opportunities

The major inconsistency with zoning regulations throughout the city relates to the bulk regulations of the zoning ordinance, particularly with regard to residential uses. A look at the cases that have come before the City's Zoning Board of Appeals between 2000 and 2004, and their disposition, identifies a consistent theme. Variances for second story additions constituted 33 percent of all applications granted between 2000 and the end of 2004 and were approximately 33 percent of

all applications granted from a total of about 250 cases. Other variances were for subdivisions of one lot into two, conversions of one-family to two-family dwellings, and additions to buildings that violate existing yard and coverage regulations. It is these variances to bulk regulations that potentially impact community character.

Existing provisions of the Zoning Code that potentially affect neighborhood character are:

- According to the Building Commissioner, homeowners can be issued a special permit to turn a single-family house into a two-family house as long as the owner lives in the house and has financial hardship.
- The maximum permitted height of 17 feet in the West End E District prevents homeowners from adding a second story to bungalows without obtaining a variance.
- The zoning code requires an off-street parking space for single-family residences, but there is little opportunity to comply, particularly in the West End. Any change of use or occupancy requires a waiver of off-street parking regulations.
- Small homes in the Walks area are being replaced with larger two-story houses and require variances to comply with the 20 foot height limit.
- The height limit of 20 feet in the President Streets area is causing applications for height variances.
- The height limit of 20 feet in the Canals results in many requests for height variances.
- Parking is an issue for commercial uses because zoning requires off-street parking when there is no opportunity to comply. Stores with frontage 20 feet and under need a waiver from the City Council for off-street parking. Stores with frontage over 20 feet need a waiver from the ZBA.

- Parking standards of 1.75 spaces per unit for apartment buildings should potentially be 2 spaces.
- With the exception of the E Zone, subdivisions are permitted by right in all zones. In the West End E Zone, subdivisions require approval from the ZBA.

Land Use issues that potentially affect neighborhood character are the following:

- Illegal apartments are a problem in the West End and North Park. The illegal apartments create overcrowding, parking problems, and are a strain on the school district. An amnesty program in 1970 provided certificates of occupancy for otherwise illegal units in the E or EE zones but many new illegal apartments have been built since then.
- The West End had been a seasonal community of beach bungalows. Now, with largely year-round residents, expanding home sizes threaten neighborhood character and service delivery. This is particularly true for homes rented as group houses for the summer months.



“McBungalows” and original bungalows coexist in the West End.

- Houses in the Walks area encroach on City property that extends beyond the internal walkways.
- North Park homes are overcrowded and contain illegal apartments. Other buildings are operating as illegal rooming houses due to an escalation in rents.

- Code enforcement is an issue in North Park where problems range from property maintenance to abandoned cats.
- “Mom and pop” stores in the city are having trouble competing with retail chains and commercial diversity could be negatively impacted.
- Car washes, funeral homes, billiard parlors and new bars are not permitted in Long Beach.
- Commercial establishments located in residential areas can have negative impacts. For example, garbage from stores in the East End often ends up on the residential streets in the Canals neighborhood.

Other zoning and land use issues relate to length of buildings, teardowns of existing homes and redevelopment to maximize permitted or varied floor area ratios and the lack of zoning regulations to foster more affordable housing.

2. View Corridors

a) Existing Conditions

The city’s grid street system has generally provided the best framework for establishing and maintaining view corridors to the water – be it the ocean or bay. It is only when these public corridors are interrupted by development, that public visual access is breached. Such is the case on West Chester Street where new blocks of townhouses impede views to the bay or on streets in the West End, such as Kentucky Street, where views to the ocean are blocked.



Block end views should be unobstructed.

Maximizing and maintaining views toward the ocean and bay for residents and businesses should be a goal of the City of Long Beach and a priority for supporting neighborhood character. In addition to preserving views, such corridors provide opportunities to maximize light and ocean and bay breezes throughout the community. Development of block-long residential and health related facilities along Broadway in the last 20 years has not always adhered to design principles that foster open views. Redevelopment of the last marina use in the city with dense townhouses that prohibits public view corridors along Park Avenue creates one more separation of the community from its most significant natural resource. The approved plan for the Superblock site for two towers perpendicular to the boardwalk and low scale uses is an attempt to create some open view corridors.

b) Issues and Opportunities

Some new residential designs that have addressed issues of scale and provided on-site parking along West Broadway, could potentially have done more to address maintenance of open water views. Opportunities to maintain through streets with open block ends should be pursued and mechanisms to ensure interior block view corridors, such as those to be provided on the Superblock, should be developed.

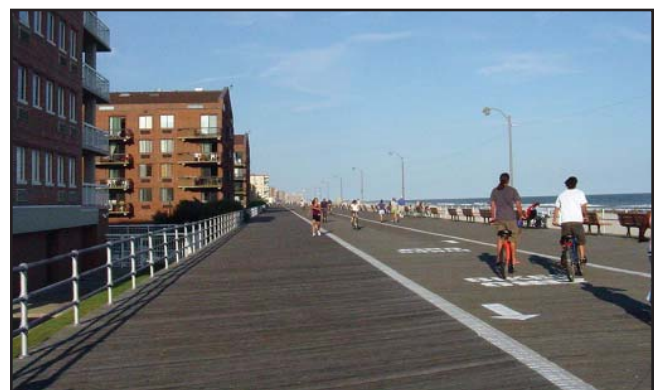
3. Ocean Beach Park

a) Existing Conditions

Preservation of the characteristics of the Ocean Beach Park, including its depth and quality, is critical not only to the natural environment, but to the very essence of what makes Long Beach unique. Its 2¼-mile boardwalk, stretching from New York Avenue to Neptune Boulevard, distinguishes it from other stretches of beach along the Atlantic Ocean barrier island in Nassau and Suffolk Counties. Even within the city, the character of the beach and its relation to the adjacent community differs east and west of the boardwalk.

In the West End, raised dunes at block ends with wooden walks provide a natural, almost private entry to the beach. East of the boardwalk, beach interface with adjacent residential uses is with dunes and access is again from walks across the dunes. Since the pattern of development along the beachfront is largely of multifamily apartment buildings, beach entryways are controlled not only at block ends, but also by fee stations at the rears of apartment buildings in the East End.

The beach is open every weekend from 9:00 a.m. to 6:00 p.m. with on-duty lifeguards starting on Memorial Day weekend. Starting July 4th weekend, the beach is open daily until Labor Day. The City employs approximately 150 active lifeguards every year, each of whom must have Grades 1 (pool) and 3 (beach) lifeguard certification. These courses are offered through the high school and the County, and a Grade 3 course is offered by the City. The lifeguards are also required to have cardiopulmonary resuscitation (CPR), surf, and first aid training, and must be at least 16 years old. Annual testing is very competitive and includes timed 50-yard and 200-yard swims, a pass/fail release and escape test, and a cross-chest dummy run. Each lifeguard is required to take the test every year and their certification must be active. Lifeguards are hired from Memorial Day weekend to Labor Day, although some start early in April to set up the beach, and some are employed until October, as needed. Approximately 15 to 20 of the lifeguards are certified as Emergency Management Technicians for medical emergencies. The most



The 2.25-mile boardwalk is a linear “central park”.

common calls for service are for animal related injuries, such as jellyfish stings, and for swimmers who are caught in the ocean's rip current.

The boardwalk is a multi-use linear park with designated areas for walking, resting, jogging, biking and skating. It is a community gathering place and destination. Existing retail uses are limited to a few stores between Edwards and National Boulevards, and scattered refreshment stands. Development of the Superblock with restaurants, a spa/health club and hotel with publicly accessible lobby store, provides a significant addition to boardwalk accessible amenities.

b) Issues and Opportunities

The beach contains jetties that extend from the beach into the ocean to protect the beach from erosion and storm damage. Some of the jetties are in need of repair or reconstruction.

While flooding is not typical on the ocean front, properties adjacent to the boardwalk are vulnerable to damage caused by wave inundation during a major storm. A storm damage protection plan is needed to protect the city in the event of a 100-year storm.

The boardwalk is repaired regularly throughout the year. Replacing the boardwalk with a more durable material would reduce maintenance costs.

A community development issue related to the beach and boardwalk is that only two ramps to the boardwalk are handicapped accessible. The Department of Community Development is working with the Department of Public Works to assign Community Development Block Grant funds for design and development of additional handicapped accessible ramps to the boardwalk.

Determination of other appropriate uses on the boardwalk needs to be explored.

4. Historic Preservation

a) Existing Conditions

The City passed a Landmark Preservation Ordinance in 1995 that created a Landmarks Preservation Commission, composed of members of the Architectural Review Board. This Commission reviews applications for landmark designations. Approved applications then have a public hearing and are voted on by the City Council. Only a property owner may request the designation of owned property as a landmark. The Commission is also responsible for reviewing all plans for the moving, exterior construction, addition, alternation or repair, landscaping or demolition of landmarks. The Commission is only allowed to review the publicly visible exterior of a structure. The Commission reviews plans for consistency with the materials and style of the architectural period of which the building is characteristic. Owners of landmark sites are eligible to apply for community development fund loans for rehabilitation, repair, and/or preservation. Several amendments to the ordinance are currently being considered by the City Council.



The landmarked Pauline Felix House is on West Penn Street.

The city currently has several buildings that have designation on either the local, state or national historic registers. The following are buildings with these designations:

1. Granada Towers - 305 Riverside Boulevard - national/state register
2. 151 West Penn Street - national/state register; local landmark
3. 226 West Penn Street (Long Beach Historical Museum) - local landmark
4. 220 West Penn Street (St. James Church) - local landmark
5. 257 West Olive Street - local landmark
6. 101 East Park Avenue (Long Beach Post Office) - national/state register

The Long Beach Historical and Preservation Society owns and operates the Long Beach Historical Museum. The museum opened in 1997 and houses historical archives, a gift shop, computer room and exhibits. The Society hosts talks, lectures, educational tours, classes, holiday parties and dinners. The Society also started a historical marker program. Several homes now have historic plaques to mark the historic building periods in the city.

b) Issues and Opportunities

The Long Beach Historical and Preservation Society is currently undertaking a detailed survey of the city's historic properties. The goal of the Society is to educate and emphasize the importance of Long Beach as a historic planned community. To that end, the Society is planning to seek local and state and national register historic district designation for the downtown area and the Reynolds homes area on Penn, Walnut and Olive Streets. The Society also plans to focus on the historic importance of the boardwalk.

The Long Beach Island Landmarks Association, a non-profit organization that promotes landmark sites in the communities on the island, is currently

working on an application to the City of Long Beach to create a Long Beach Historic District that would include the West Penn Street blockfront with parcels from National Boulevard to Lafayette Boulevard. Historic designation would require that planned exterior renovations of homes in a historic district would need to be reviewed by the Landmarks Preservation Commission. Additional areas of concern include the Foundation Block, which the Association seeks to declare as a historic and archeological site. Such a designation would require detailed testing for artifacts and coordination with the New York State Office of Parks, Recreation and Historic Preservation as part of the planning for future use of this property.

5. Streetscape/Facades/Visual Character and Design Guidelines

a) Existing Conditions

The visual condition of the city's commercial areas and entryways has significantly improved in the last ten years. Downtown streetscape improvements have created a better pedestrian environment between Lafayette and Monroe Boulevards and have acted as the context for private facade investments for new and renovated uses, such as Corbin and Reynolds and Gino's restaurants. Landscaping of the downtown parking malls is designed and planted by City staff and has added a positive, cared for ambiance to adjacent commercial uses.



Commercial revitalization is supported by streetscape and facade improvements.

In contrast, the Long Beach Boulevard entryway lacks any cohesive design and is a generally unsightly mix of automotive uses with some bank and fast food establishments. Only recent site redevelopment with landscaped setbacks by Commerce Bank and KFC have provided some design relief to the otherwise bleak strip. The movie theater at the northwestern corner of Long Beach Boulevard and East Park Avenue has been renovated in the past few years.

West End's Beech Street commercial strip has also significantly improved due to façade improvements. Narrow sidewalks prevent significant streetscape treatment without further reducing pedestrian ways.

The green space in traffic islands throughout the city, referred to here as "green malls," provides a source of citywide open space, particularly on interior, non-water view blocks. Adoption of these spaces and their planting by neighborhood associations has produced visually improved streetscapes in some neighborhoods.

Community Development Block Grant funds for 2005 have been allocated for streetscape improvements for decorative lights and trash receptacles on West Beech Street from Tennessee to Nevada. There are funds from prior years that are still available for commercial rehabilitation in Community Development (CD) eligible areas that include Park Avenue between Long Beach Boulevard and Lindell Boulevard. The streetfronts between Edwards and Magnolia on Park Avenue, including City Hall, are scheduled for streetscape improvements.

b) Issues and Opportunities

The Long Beach Boulevard corridor presents an important entryway opportunity for improved coordinated streetscape design. Design guidelines should be established for redevelopment of uses, particularly as new banks and drug stores are looking for locations citywide.

Because façade and streetscape improvements support economic development, any unspent community development funds targeted for these improvements should be disbursed for this use and a design program should be formulated to provide guidance for these expenditures.

Streetscape improvements for narrow West End streets may consist only of avoiding or minimizing permanent, as well as temporary, obstructions in the pedestrian way.

The green malls present an opportunity to improve commercial area and residential neighborhood ambiance and create civic pride through neighborhood and individual adoption. Treatment of these malls should be coordinated with a central design theme developed neighborhood by neighborhood. Treatments should also respect rules of traffic safety and sight lines. In the Canals neighborhood, three City-owned open space areas located at the termini of the canals could be improved. Also, street malls on Roosevelt and Pacific Boulevards create opportunities to provide improvements and signage to the entryways to the Canals to reinforce the identity of this neighborhood.



Roadway malls provide community open space.

In addition to greening of malls, a city-wide street tree planting program would improve the overall visual character of the city.

6. Economic Development

a) *Existing Conditions*

The barrier island location of Long Beach has an impact on the economic base of the city. Rather than being a location for destination retail or industry, the local economy is geared largely towards serving local residents.

Long Beach Medical Center is the city's largest employer with 1,200 employees, helping to make the education, health and social service industries the largest overall employer in the city at 25.7 percent of all employment. Local health care facilities and schools contribute to this employment category. In addition to the school district, the City itself is a major employer. There are only two industrial uses in the city – Air-Tite Manufacturing (window manufacturing) and Chem Rx (pharmaceutical services) – both located on Park Place. In addition, there are two lumber yards, located on the corner of West Pine Street and Magnolia Boulevard and on Marginal Road and Park Place. All these uses are located in the prime bayfront area, providing an integrated waterfront redevelopment opportunity for the city.

There are concentrations of commercial uses in certain parts of the city such as bars in the West End and a lack of diversity of uses.



The West End commercial corridor provides local services.

Existing commercial uses along the boardwalk serving beach users has, to date, been limited to some stores and a few refreshment stands.

Approval of development of the Superblock will go far in improving the quality and type of uses directly available along the boardwalk.

The Waldbaum's shopping center is the one shopping center in the city. A number of vacancies exist in the strip of stores adjacent to the Waldbaum's supermarket. The former Wendy's Restaurant has been redeveloped as a North Fork Bank.

Parking also serves as a constraint on the economic health of downtown and West End commercial area. Particularly during the summer season, parking is unavailable and commercial establishments suffer as a result of lack of short term parking.

b) *Issues and Opportunities*

Any redevelopment of the Reynolds Channel waterfront could have an impact on existing industrial uses and local jobs in this sector. Redevelopment that focuses on water related and water enhanced uses, however, could provide other employment opportunities such as at marinas or restaurants.

As the sole hospital on the barrier island, Long Beach Medical Center has an opportunity to continue to be a primary medical care provider and employer of island and city residents. The hospital is considering undertaking a master plan that could update its facility and ensure its position as the city's largest employer and health care provider. Opportunities to aid the hospital in this endeavor should be pursued while maintaining the integrity of the surrounding residential community.

There is some desire by local residents for more diverse commercial uses. This is particularly true in the city's West End where there is a preponderance of bars and restaurants. Opportunities to increase commercial diversity exist and should be pursued as part of redevelopment of the Reynolds Channel waterfront, in the Waldbaum's shopping center, in downtown and along Long Beach Boulevard. As in other parts of the metropolitan area, banks and drug stores are seeking new locations. In addition

to a recently opened Commerce Bank on Long Beach Boulevard, inquiries have been made by banks for reuse of other automotive uses on the Boulevard. A North Fork Bank was developed at the site of the former Wendy's restaurant in the Waldbaum's shopping center. A Walgreen's drug store is under construction on a site along Long Beach Boulevard. There is also a desire for increased minority employment and business opportunities.

The redevelopment of the Superblock will bring two new restaurants, a spa/health club and hotel lobby store to the boardwalk. The appropriate mix of public and private uses on the Foundation Block that enhances the beach and boardwalk, is a complimentary use to the downtown and center city, and provides year round amenities for all city residents, needs to be determined.

A redesign of the strip stores in the Waldbaum's center as street front commercial uses would extend the downtown center on the north side of East Park Avenue, enliven the streetscape and reduce commercial vacancy rates.

Opportunities for additional municipal parking in scattered sites and through adjustments to parking regulations is a critical need to support the city's economic base as well as its residential communities. A residential parking permit system could ensure utilization of on-street parking by local residents. Convenient shuttle buses to and from commercial areas could also encourage utilization of local commercial uses, even during peak summer season.

7. Housing and Neighborhood Stabilization

a) Existing Conditions

Long Beach has a wide range of housing types, conditions and affordability. Market rate housing ranges from the few remaining unconverted seasonal bungalows, well kept single-family homes and large historic mansions to high rise condominium apartments at a range of prices, all of which have experienced significant escalation

in the last several years. At the other end of the housing spectrum is market rate housing in need of rehabilitation due to neglect or overcrowding, remaining hotels converted to residency for developmentally disabled individuals, nursing homes and government subsidized housing.

The government subsidized housing falls into the categories of public housing and subsidized housing, both of which provide a much needed affordable alternative to residents who are income eligible. The Long Beach Housing Authority (LBHA) operates five housing developments in the city, one of which is for families (108 units) and four of which are for the elderly (266 units), as well as the Housing Voucher Choice Program (Section 8). These programs are funded by the United States Department of Housing and Urban Development (HUD).

The other subsidized housing in Long Beach, not operated by the LBHA, is Pine Town Homes on East Pine Street. There are 130 family units and these are funded by the 236/Section 8 loan management program. Other affordable homes have been built over the past 20 years on a mostly scatter site basis in the North Park neighborhood. This includes a 14 unit townhouse project on Park Place and four two-family homes that were built with federal HOME funds.

A large site on West Broadway, between Lafayette and Laurelton Avenues, has remained vacant for many years and is privately owned. No plans for its redevelopment are known. The concentration of large scale health care facilities in the city have neighborhood implications. While a large number of old hotels with concentrations of populations in need of social services have been converted to market rate residential use, remaining hotels continue to impact neighborhood stabilization and revitalization.

There are four nursing homes in the city:

- Park Avenue Extended Care Center;
- Komanoff Center for Geriatric and Rehabilitation Medicine;

- Grandell Rehabilitation and Nursing Center; and
- Beach Terrace Care Center.

There is one remaining hotel that serves seniors and the developmentally disabled. This is Hoffman Manor at 274 W. Broadway, an old-style assisted living facility. The King David Hotel at 80 W. Broadway is now vacant. The Brighton Hotel at 403 E. Broadway was recently demolished and is the site of an approved luxury condominium building. The Atlantic Hotel on Broadway between Riverside and Long Beach Boulevards was torn down and its site is now being redeveloped as condominiums.

Air China owns 485 W. Broadway, a building that was formerly a senior hotel. It currently houses Air China employees but is mostly vacant. A two million dollar renovation of the building is planned for continued use by Air China employees.

b) Issues and Opportunities

Housing and neighborhood stabilization issues relate to funding, affordability, maintenance and enforcement. Issues and opportunities are as follows:

- HUD is getting less funding from Congress and Community Development Block Grant programs, in particular, may be reduced or replaced in the near future. This will impact the Housing Authority and community renewal programs. Maintenance will be deferred first if there are budget cuts and will be a challenge in the future.
- Overcrowding and illegal apartments are a problem, particularly in the North Park and West End neighborhoods.
- Lack of all types of affordable housing is an issue for Long Beach residents.
- Code enforcement is an issue in some neighborhoods where property maintenance needs to be improved.
- Housing rehabilitation is needed in some neighborhoods.



Redevelopment of vacant uses will have positive spin-off effects.

- Lack of all types of affordable housing is an issue for Long Beach residents, and sites for such housing are not readily available.
- Maintenance and security of nursing home refuse areas needs improvement.
- Opportunities for renovation of remaining old hotels need to be supported within the context of neighborhood character.
- Mixed use development, such as ground floor retail with second floor apartments, would provide opportunities for economic development and affordable housing in the commercial corridors of Long Beach Boulevard and West Beech Street.

C. Public Facilities

1. Infrastructure

a) Existing Conditions

The city's physical infrastructure is comprised of its roadway and sidewalk network including the boardwalk and waterfront promenades, the municipal parking garage and parking lots, municipal water system, wastewater treatment plant and associated facilities, stormwater management system, bulkheads, that exist along the bayfront and the canals, and public buildings.

Roadways

All streets in Long Beach are City-owned with exception of portions of Park Avenue and Long Beach Boulevard, and their maintenance and repair is the responsibility of the City Department of Public Works. Park Avenue, between Long Beach and Maple Boulevards, and Long Beach Boulevard, between Park Avenue and the Long Beach Bridge are owned and maintained by Nassau County. Many streets are in poor condition and in need of repair and maintenance. One street in the West End, Ocean View Avenue from Connecticut to Pennsylvania Avenues, has been designated a bike route and is closed to vehicle through-traffic.

The City's Department of Public Works developed the Roadway Evaluation Plan in December 2005 to evaluate the conditions of the city's roadways and to prioritize repair and reconstruction. The City receives about \$300,000 annually from the New York State Consolidated Highway Improvement Program (CHIP) to reconstruct roadways. On average, it costs about \$600,000 to provide complete reconstruction of a roadway segment. In many cases, complete reconstruction, including replacement of the sewer and water lines, roadbed, curbs, sidewalks, landscaping and street lighting underground systems, is recommended due to the poor condition of utilities. Additional expense is often incurred because the flat roadways of Long Beach present design problems.

Parking

The multi-modal transportation center was completed in 2004 and has approximately 350 parking spaces for commuters, shoppers and visitors to City Hall. The City operates landscaped parking malls in the downtown area that have a two-hour time limit. Several other roadway medians, including Broadway, also contain City-owned parking spaces, all of which are free. Other municipal lots include the area behind City Hall that is restricted to use by municipal employees and public parking lots located on West Beech Street at Connecticut Avenue, Maryland Avenue

and Vermont Street and on Long Beach Boulevard at the corner of East Walnut Street. The Long Beach Boulevard municipal parking garage was renovated in 2001, and is considered to be in good condition. The garage provides storage and maintenance facilities for City-owned vehicles and buses.

Boardwalk

The 2¼-mile boardwalk is continuously being reconstructed with approximately the length of one block replaced every year. Repairs are done regularly on an as needed basis.

Water Quality and Storage

Water supply for the city is drawn from the Lloyd Aquifer through eight wells. The water is pumped to a treatment plant, where iron is the major element that is removed, then stored in tanks. Three storage tanks, a 0.5 million gallon (mg) cylindrical standpipe, a 0.75 mg elevated water tower, and a 2 mg ground tank, are located along the bayfront. The approximately 90 year-old standpipe is in disrepair and needs immediate replacement. The 70 year-old water tank will require replacement in approximately ten years. The ground tank is in good condition.

Water usage is approximately 4.5 million gallons (mg) a day. Total water storage capacity is approximately 3.25 million gallons, which is considered undersized because it is not equal to one day of use. To increase water conservation, approximately two years ago the City implemented a graduated water pricing scale to increase fees with increased water usage.

The water treatment facility located along the bayfront is in good to excellent condition and is generally well maintained. Both the City and the County monitor water quality looking for early signs of saltwater intrusion and other components which would affect water quality. New York State has issued a moratorium on extraction of water from the Lloyd Aquifer by additional communities to prevent the chance of saltwater intrusion.

Approximately 75 percent of the City's water mains have been upgraded since their original installation, and they are currently in good to fair condition. The remaining 25 percent are located largely in the center of the city. In the Walks neighborhood, the water lines are located in narrow areas between private houses, presenting repair challenges. Water pressure is poor in the Walks area due to sediment build-up. Additionally the older iron pipes develop scaling which also reduces capacity. Overall, water pressure in the city is generally good, but quality is sometimes affected by mineral buildup in the distribution facilities.

Stormwater Management

The city is located largely within 100-year and 500-year flood boundaries, as defined by the Federal Emergency Management Agency (FEMA). The highest elevation level is located along Broadway and the lowest elevation levels are located along the bayfront, creating bayfront flooding during major storms. The city's stormwater management system is a combination of old, open dirt street gutter systems discharging directly to the bay and new underground piped systems also discharging to the bay. Approximately 60 percent of rainfall is discharged directly to the bay and 40 per cent ends up in dirt gutters alongside roads or percolates in the sand. On any streets that are repaved, paved gutters and piped stormwater systems are installed to convey water to the bay. The street system is established such that every other boulevard is a watershed, i.e., all water from Lindell and New York Avenues will flow to the system on Grand Avenue, for example. An innovation to improve the stormwater flow in the city was the addition of "tide flex valves" on the end of pipes that carry water to the bay. The valves remain closed while in the water so they do not back up.

Wastewater

The City owns and operates a 7.5 million gallon wastewater treatment plant (WWTP). The WWTP takes in sanitary sewage flow from Long Beach and Lido Beach. Point Lookout will likely want to

hook-up to the Long Beach system at some time. The plant was rehabilitated in 1990 and 2002 but still requires more improvements due to deferred maintenance. Treated effluence is discharged into the bay while solid material sludge is dewatered and carted to disposal facilities out of state. The WWTP currently operates on seven acres of bayfront property and is adjacent to the North Park residential neighborhood.

The New York State Department of Environmental Conservation and the United States Environmental Protection Agency are anticipated to apply more stringent effluence standards for WWTP discharge into the South Shore Estuary, including Reynolds Channel. This would require additional treatment and removal of nutrients from the treated effluent that is discharged into the bay, and the building of additional facilities.

Three wastewater pump stations, located on Park Avenue at Indiana Avenue, New York Avenue, and Roosevelt Boulevard, serve the WWTP, and are in need of reconstruction and upgrade. They are mechanically and structurally unsound, pose a major safety concern for employees, and create odor problems. Additionally, if the system were to fail, the back-up of raw sewage would occur in residential homes, causing a major health and environmental problem. Reconstruction of the pumps would cost approximately \$5-6 million, and they would have to remain in operation during the reconstruction.

The existing condition of underground pipes is not good and many need repair, often causing streets to collapse along with collapsing pipes. Several pipes are located in high ground water areas, causing the older concrete pipes to dissolve and causing infiltration of water and eventual collapse. Sewer lines north of Park Avenue are generally considered to be in worse condition due to higher ground water. Additionally, in the Canals neighborhood, some concrete pipes have disintegrated altogether, resulting in the direct entry of raw sewage into the ground. When streets are reconstructed in accordance with the

Roadway Evaluation Plan, sewer lines are also reconstructed with newer, stronger materials that are not affected by groundwater. Several streets in the Canals neighborhood are listed as priority streets for reconstruction. However, only about 15 to 20 percent of the streets and pipes have been replaced in the Canals neighborhood. Sewer lines are also of concern in the Walks neighborhood, where the lines are located behind private homes and are difficult to access.

Bulkheads

The City has spent \$8-10 million in the last 20 years on bulkhead repair along West Bay Drive, Veteran's Memorial Park, the West End street ends, and the area behind the hospital. However, steel bulkheads on the eastern side of the canals need replacement, which is expected to cost about \$6 million. In general, the bulkheads on the street ends in the Canals are in poor condition, especially those along Clark Street Park. When making repairs, the City has been raising bulkheads on the bay side from seven to nine feet, to more adequately prevent flooding.

The City only has responsibility for bulkheads on street ends or City-owned property; bulkheads adjacent to private property are the responsibility of the homeowner. The bulkheads on the western side of the canals, which are maintained by private homeowners, are largely older timber. Additionally, there is concern that private homeowners have not been raising their bulkheads along the bay, leading to continued area wide flooding.

b) Issues and Opportunities

Roadways

A citywide issue is the condition of the roadways. Several streets are in disrepair, particularly in the Presidents Streets and Westholme neighborhoods. This poor condition, however, currently acts as a defacto traffic calming measure. The West End neighborhood has sidewalks that are in poor condition and too narrow to handle the summer pedestrian traffic.

Parking

The location of the Department of Public Works (DPW) municipal parking garage is considered problematic. It is the first building visitors see upon entering the city from Long Beach Boulevard and is considered unattractive in appearance. Additionally, buses and city vehicles have difficulty turning into the lot because of Long Beach Boulevard traffic congestion, delays which then create further congestion. Additionally, there is not enough room in the structure for a natural gas refueling station, so the City is unable to switch to more environmentally friendly natural gas vehicles.

Water Quality and Storage

Both the standpipe and the water tower are in poor condition and will need to be replaced. The standpipe will require immediate replacement, most likely prior to determination of waterfront redevelopment plans. Therefore, its selected location and reconstruction should not impede future potential development of the Reynolds Channel waterfront.



The water standpipe and storage tower need replacement and sensitive siting.

The water treatment facility contains open modules for water storage that need to be covered to keep out debris and ensure water quality.

The city needs more system valves, so that water can be shut off to smaller, more localized areas, in the case of an emergency. A valve replacement program should be undertaken citywide, although the needs of certain areas should be evaluated and assessed first.

Improvements to the old water and sewer lines throughout the city are necessary. In the Walks neighborhood such repairs or replacement is difficult since most of the lines are buried beneath private backyards and houses.

Wastewater

The City is considering closing the WWTP and sending wastewater to a plant in Bay Park which has additional capacity. Because this consolidation of the WWTP would be a regional project, there is a possibility of receiving funding from both the State of New York and the Federal government. This would require a pump station and construction of a pipe across Reynolds Channel. It would take up about one acre, thereby freeing up six of the seven waterfront acres for other uses. This alternative would also eliminate environmental impacts on the adjacent residential community in North Park. The three existing wastewater pump stations also need rehabilitation.

The City of Long Beach has contacted their state Assembly-member to procure funding for the reconstruction and rehabilitation of the City's sanitary sewer system.

The main trunk line under Park Avenue has problems related to grease accumulation. Commercial properties are required to separate out their grease, but this is rarely enforced by the Building Department.

Stormwater Management

The operational capabilities of the city's stormwater management system are affected by several factors. The network of dirt gutters are regularly blocked by homeowners who extend their driveways further into the street to avoid driving over the

depressed gutter area. This causes obstructions in the system that can lead to flooding. Whereas new gutter systems are constructed when streets are repaired, remaining blocked gutters contribute to neighborhood flooding.

Bulkheads

With the exception of a strip along Broadway, the city is located entirely in FEMA defined floodplains. Flooding occurs most often along the bayfront, which has an elevation of only 4.5 to 6 feet. The City has found that replacing the existing bulkheads with 9-foot high bulkheads will reduce this flooding, but there is no coordinated bulkhead improvement program or funding to undertake it. Flooding is also reduced by the installation of tide flex valves at the ends of the pipes that convey stormwater to the bay. These valves, however, require more maintenance, manpower and equipment than is currently available to continue operating efficiently.



Raised bulkheads will prevent flooding.

Bulkheads are located along most of the bayfront and the canals. The bulkheads and canal waterways are City property that adjacent homeowners are allowed to use for a fee. The responsibility for maintenance of bulkhead repairs in the canals needs to be determined, since both the City and homeowners are involved. Homeowners are permitted to have docks and boats that take up one-third of the canal, however, some private property encroaches further than permitted. Closer enforcement is needed to maintain the public character of these waterways.

2. Sanitation

a) Existing Conditions

The City collects all of the residential and most of the commercial solid waste, with the remaining being gathered by private vendors. Residential garbage is collected by the City twice weekly, except along Broadway where it is collected more frequently. Commercial pick-up is also performed more frequently in the summer months. All solid waste collected by the City is transported to the Omni of Babylon recycling yard, a waste transfer facility located approximately 25 miles outside of Long Beach.

Recyclable materials are also collected by the City and brought to the recycling yard, which is located on Park Place, by Reynold's Channel. This facility is City-owned and registered as a transfer station. Annually, the City bids to a contractor the provision of containers and transport of the material to the Omni of Babylon recycling center. The City recycles cans, plastics, paper, cardboard, metal and construction debris.

The City also provides street cleaning services.

b) Issues and Opportunities

Refuse storage for commercial areas located on Park Avenue are often located behind stores and offices, adjacent to residential neighborhoods. This creates visual and environmental impacts to private homes. Street debris on West Beech Street creates sanitation issues and can block sewers.

3. Parks, Recreation and Open Space/Youth and Aged Services

a) Existing Conditions

The City of Long Beach is an urban community with a limited number of passive and active recreation resources, parks and playgrounds. However, due to its waterfront location, it has Ocean Beach Park including the boardwalk as a unique resource. The City owns and operates a Recreation Center,

Veteran's Memorial Park, five playgrounds, an area of handball courts and Ocean Beach Park and the boardwalk. There is a fishing pier and boat launch into Reynolds Channel.



The City's playgrounds are well-utilized.

The Recreation Center is located at the northern terminus of Magnolia Boulevard at the Reynolds Channel bayfront. The center offers a weight room, a pool, men's and women's locker rooms, and a variety of fitness classes. Use of the facility is open to Long Beach and non-Long Beach residents for a yearly membership fee.

Veteran's Memorial Park is located adjacent to the recreation center and along the bayfront. The park has multi-purpose ballfields, an outdoor roller hockey rink, skateboard park, basketball courts, bayfront esplanade, fitness trail, and a boat ramp. The ballfields have lights for night-time play and are used for softball, soccer, lacrosse and football by the City teams as well as by various community groups and leagues. There is a park kiosk with bathrooms that is not currently utilized. The skateboard park is currently closed and in need of major repairs, eliminating a heavily utilized recreation facility. A bayfront esplanade continues beyond Veteran's Memorial Park from Magnolia Boulevard to Washington Boulevard.

The City's Department of Parks and Recreation offers several youth athletic programs, such as football, cheerleading, wrestling, lacrosse, soccer, swimming, intermediate roller hockey, and other sports. There is a one-time flat fee for utilization of these programs, except that swimming and

wrestling have additional fees. The Department also offers adult men's softball, special events, and a half-day summer camp for children. The Department coordinates with the City of Long Beach School District to use school facilities, such as the school gymnasiums and fields.

The city has five playgrounds and an area of paddleball courts, spread throughout the city.

The City also owns eight tennis courts and an ice arena, which are currently leased to private organizations for operation. The tennis courts are enclosed so they can be used year-round. The enclosed ice arena is located adjacent to the Recreation Center. To the rear of the courts are walkways that provide an opportunity for walking and picnicking.

Both the beach and the bayfront provide additional recreation opportunities. Ocean Beach Park is one of the city's greatest assets and its most heavily used park facility. The beach includes a boardwalk from New York Avenue to Neptune Avenue that is heavily used in the summer and less so throughout the year for strolling, walking, skating and biking. Entrance onto the beach requires the purchase of a seasonal or daily pass. Permanent ticket booths are located at most street ends along the boardwalk. The beach passes are priced to accommodate most users including: adults, children, senior, physically challenged, economy and daily users. Each category has a separate price for residents and non-residents. Beach passes generate approximately \$2 million a year for the City.

Inventory of Existing Parks, Recreation and Open Space Facilities

City Parks and Open Space Areas	Location	Acres	Description
Veterans Memorial Park (including Recreation Center and Ice Arena)	Bayfront between Magnolia and National Blvds.	5	Ballfields, roller hockey rink, boat launch, waterfront esplanade, skateboard park, fitness trail, playground, recreation center, ice arena
Fishing Pier	Northern terminus of Magnolia Blvd.	N/a	Fishing pier
Reynolds Channel Esplanade	Bayfront between Magnolia and Washington Blvds.	N/a	Bayfront esplanade
Kennedy Plaza	Park Ave. and National Blvd.	1.67	Public memorial plaza, used for community functions
North Park Playground	Park Pl. and E. Hudson St.	0.45	Playground
Basketball Court	Riverside Blvd. and E. Pine St.	0.35	Basketball Court
Paddleball Courts/Tennis Courts	Northern terminus of Monroe Blvd.	1.64	Three paddleball courts, tennis bubble leased to private operator
Clark Street Park and Playground	Northern terminus of Clark St.	1.04	Former active recreation park in disrepair and closed; recently reconstructed playground
Canal Green Ends	Southern edge of the canals on E. Chester St.	0.05 each	Three small passive parks
Canal Eastern Edges	Eastern edges of the canals along Doyle, Heron, and Clark Sts.	N/a	City-owned areas leased to private homeowners
Pacific Beach Playground	Shore Road and Pacific Blvd.	0.91	Playground, beach entrance
Magnolia Playground	Southern terminus of Magnolia Blvd.	N/a	Playground
Georgia Playground	W. Beech St. and Georgia Ave.	0.25	Playground
Green Malls	Citywide	N/a	Landscaped street malls, some have benches

N/a = Information not available

The bayfront, while not as publicly accessible as the beach, offers its own type of recreation, including fishing and boating. Bayfront esplanades run the length of Veteran's Memorial Park and along West Bay Drive from Magnolia Boulevard to Washington Boulevard. Public access is also available behind the tennis bubbles located at the northern terminus of Monroe Boulevard, although no fishing is officially permitted at this location. A fishing pier is located at the terminus of Magnolia Boulevard.

Other open space resources include the malls located on several of the city's major roadways. These malls are either used for passive green space or parking. The layout of the Canals neighborhood creates three small areas at the ends of the canals that also provide passive open space. Additionally, there are strips of land on the east side of the canals, between the canals and the roadways, which are owned by the City and leased to the homeowner across the street for private use. The City has not been collecting the fees for this land for the past several years. Homeowners have erected fences that block views to the canals, run electric and water lines to these areas without City permission, dry docked boats or left the land vacant. There is currently no permitting process or policy for use of this land or for the extension of electric and water lines, which creates safety issues for road and utility maintenance crews.

Services for youth and seniors include a senior center located at the northern terminus of Magnolia Boulevard adjacent to the Recreation Center that provides a day care center and programs for seniors. Community, religious, and artist groups also frequently use the senior center. Youth programs, such as daycare, after-school activities, and early morning care for children of working parents, are operated by the City at the West End Community Center, the Martin Luther King Community Center, Magnolia Center and Lido Elementary School.

b) Issues and Opportunities

The Long Beach Recreation Center is a well-utilized asset for the city. The center, however, needs extensive rehabilitation or reconstruction to continue serving the city's residents. If the center was to be reconstructed, it could be expanded to include a gymnasium and other facilities, which would allow the City to offer more programs and activities. Decisions regarding rehabilitation or reconstruction are still under discussion by the City.

The adjacent Veteran's Memorial Park also serves as an opportunity for the City to provide additional recreational activities. While the ballfields, playground and skating rink are well utilized, the fitness trail and esplanade are underutilized. The skateboard park and boat launch need improvements that should be coordinated with any future plans for potential reuse of the wastewater treatment plant site. Uses for the vacant kiosk should be explored.

The Martin Luther King Community Center, located in the North Park neighborhood, is currently in need of major repair and possible reconstruction. An expansion of services and programs and improved delivery to neighborhood residents is needed to service residents of the surrounding North Park neighborhood.



The Martin Luther King Center provides community services but needs repair.

Opportunities for passive recreation and beautification of open space occur along the malls throughout the city as well as the open spaces at the end of the canals in the Canals neighborhood. A recently organized beautification committee should work with the City to coordinate City or volunteer improvements to these spaces.

A fishing pier and boat ramp are the only water dependent uses along over three and a half miles of bayfront. No public or private marinas exist on the heavily utilized Reynolds Channel. Additional water dependent uses and recreational opportunities need to be identified for the Reynolds Channel bayfront.



Veteran's Memorial Park fishing pier and boat ramp are the City's only water dependent uses.

The ice arena is currently operated by a private entity and provides only limited general public access that does not meet the demand. The City has converted the second floor of the ice arena to a teen center, which is a much needed facility.

Dogs are not allowed in any City parks, including the beach and boardwalk. A centralized dog-run would meet this local need.

4. Public Safety

Unlike many communities in Nassau County, the City of Long Beach has its own Police and Fire Departments. These public safety departments perform vital services and have a strong presence throughout the city.

a) Fire Department Existing Conditions

The Long Beach Fire Department is a combination department that currently has 21 paid/uniformed firefighters, 165 volunteer firefighters, and a volunteer Chief. There are nine apparatus companies and three fire stations. Headquarters are located at City Hall and the other two stations are located at Maple Boulevard and East Park Avenue, and Indiana Avenue and West Park Avenue. Response times average three to five minutes. The Fire Department participates in mutual aid agreements with neighboring communities.

The Fire Department is the primary emergency medical response agency in the city. Most calls are for medical emergencies rather than fires. Out of approximately 4,500 annual calls, 3,500 were for medical and rescue. Medical emergencies are handled by approximately 45 paid and volunteer technicians. In 2004, there were seven working fires, most of which were due to negligence. Stricter building codes and regulations have led to a decrease in fires over the past few years.

The Department offers incentives for volunteers including a service awards program, training and certificates for higher education, and a retirement program. The Department has been able to maintain a fairly consistent volunteer base with the core number of volunteers currently about 65.

During beach emergencies, Nassau County and the United States Coast Guard will respond. Beach emergencies often happen during the evening in summer months, when lifeguards are not on duty.

Hurricane and evacuation plans are under Fire Department jurisdiction and were prepared in conjunction with Nassau County and the Police Department. The nearest emergency management center is in Baldwin.

b) Police Department Existing Conditions

The Police Department currently employs a Commissioner, a Deputy Lieutenant, 5 Lieutenants,

1 Deputy Sergeant, 12 Sergeants, 6 Detectives, 4 Plain Clothes Police Officers and 71 Police Officers. The city is patrolled via traditional patrol in marked radio cars, plains clothes patrol in unmarked cars, foot patrol, bike patrol and beach patrol using 4 wheel drive vehicles. The Department has 31 police vehicles, 6 auxiliary vehicles, and some seized cars that are used for undercover work. The bike patrol is used in the summer, especially to patrol the boardwalk and West End neighborhood. An auxiliary police force of 35 community volunteers helps with special events and traffic, though they do not have summons or arrest powers.

The Traffic Division is in charge of traffic enforcement only. The division consists of sworn police officers who enforce parking regulations. The Detective Division has specialized units, including: Juvenile Aid Bureau; Domestic Violence and Sex Offense Unit; General Services Unit; Crimes Against Property Squad; and Narcotic Investigation Unit. These units periodically change focus in response to crime trends and community needs. The Department does all of its own investigations. It does not rely on the Nassau County Police Department, though the Department has an excellent relationship with the County Police. In the summer the Department hires “summer specials” (interns) from criminal justice schools. They patrol the beach and alert Police Officers of problems, check for beach passes, and can write tickets for alcohol and other violations.

There were 23,107 calls for service and 583 arrests in 2004. Crime trends in the city have followed national trends in that crime is down and arrests are up. Typical citizen complaints include issues with traffic, parking and animals. Major goals for the Police Department include control of narcotics and traffic safety.

c) Police and Fire Departments Issues and Opportunities

The headquarters of both the Police and Fire Departments are inadequate and in need of



Long Beach fire stations need renovation.

rehabilitation. An expansion at the rear of City Hall has been identified by both Departments as a potential solution that could address space shortages for both departments. In addition to the proposed expansion, the Fire Department’s dispatch unit and the Police Department’s communications system both need modernization and upgrading. The two other fire stations are in poor condition and in need of major renovation. The current Community Development Block Grant budget has allocated \$50,000 for Fire Department improvements. Significant fire truck replacement will be needed within the next five years.

5. Housing

a) Existing Conditions

Public housing in the city is administered by the Long Beach Housing Authority. Funded primarily by the United State Department of Housing and Urban Development (HUD), the Housing Authority provides low income rental housing assistance for qualified families and individuals. The Housing Authority administers five housing sites and the Housing Voucher Choice Program (Section 8), which are described below.

Channel Park Homes

Channel Park Homes has 108 units of low-income family rental housing and is located at 500 Centre Street (behind City Hall). Channel Park Homes offers large units, a community room and a recreation room. The waiting list has not been opened since 1998 and the four one-bedroom units

require several years wait. Channel Park Homes are in good structural condition, but the interiors are in fair to poor condition. Major renovations are occasionally done with funding from HUD for capital improvements.

Senior Housing

The other four sites administered by the Housing Authority are low-income elderly rental housing with studios and one-bedroom units. These sites also accommodate non-senior disabled persons. The senior list is always open and has a wait time of approximately two years. The high rise buildings are all in good condition and are modernized. Each has a live-in superintendent. The senior buildings are served by meals-on-wheels and home health care programs. Nassau County Department of Social Services and hospital programs provide home health care. Jewish Association Services for the Aging provides social services, meals-on-wheels, and adult day-care programs. The senior housing developments in Long Beach are:

- Sonny Duckman Apartments – 65 units, 175 West Broadway;
- Morton Cohen Apartments – 65 units, 35 East Broadway;
- Michael Valenti Apartments – 65 units, 415 National Boulevard; and,
- Sol Scher Apartments – 71 units, 225 West Park Avenue.

Section 8 – Housing Voucher Choice Program

The Housing Authority administers Section 8 tenant based vouchers and will help tenants find an apartment that accepts the vouchers. There is currently funding for approximately 350 tenants. The wait list for Section 8 was last opened in February 2003 and the wait is two to six years. Preference is given to people who live and/or work in Long Beach.

b) Issues and Opportunities

The availability of affordable housing for low and moderate-income families is a significant issue

for the City of Long Beach. Channel Park Homes serves eligible low-income households but does not meet all local needs. The City's Community Development office may be able to secure Community Development Block Grant (CDBG) and HOME funding for the acquisition of land and construction of affordable homes for ownership through the Nassau County Urban County Program. Overcrowding in low-income housing and housing in the North Park neighborhoods continues to be a concern.

The City does not utilize its CDBG funding for housing rehabilitation, but should consider doing so to preserve and improve the existing housing stock.

In addition to funding, a primary issue is the lack of sites for affordable housing.

The 2005 Community Development Block Grant program has allocated \$25,000 for Code Enforcement to secure preventive maintenance of the existing housing stock.

6. Long Beach City School District

a) Existing Conditions

The Long Beach City School District serves the City of Long Beach, East Atlantic Beach, Point Lookout and Lido Beach. The District has four elementary schools (grades K-5), a middle school (grades 6-8) and a high school (grades 9-12). There are approximately 4,300 students in the district, including Pre-Kindergarten and approximately 370 teachers. The elementary school system is based on parent choice rather than geography. The three elementary schools that are located in the city are West School, Lindell School, and East School. The Long Beach Middle School and Long Beach High School are both located in the neighboring Lido Beach community. The School District also has an adult continuing education program.

Approximately 16 to 17 percent of children in the School District attend private school. The city has a Catholic school and Hebrew religious schools,

one of which is a boarding school. The Hebrew schools draw students from several neighboring communities.

b) Issues and Opportunities

City and School District joint use of school recreation facilities and fields expands recreation resources and utilization. City and School District program partnerships service the city's youth.

7. Long Beach Public Library

a) Existing Conditions

Long Beach Public Library has three branches – the Main Branch on West Park Avenue, the West End Branch on West Beech Street, and the Point Lookout Branch on Lido Boulevard in Point Lookout. The library carries over 100,000 items in a variety of formats, such as books, magazines, newspapers, videos, and large print materials. They provide career information and programs for all ages, including a monthly book group. Library cards are issued to adults who live, work or own property in the Long Beach City School District, which covers the City of Long Beach, Lido Beach, East Atlantic Beach and Point Lookout. The card can be used at any of the three library branches. The library system does not receive funding from the City.

b) Issues and Opportunities

The Board of Trustees for the Long Beach Public Library established the Long Beach Public Library Planning Committee in 2002 to examine the existing conditions and future needs of the library system. The Committee drafted a report in 2003 that provided recommendations for the library including: increasing efforts to solicit patron feedback; consider expanding the Main Branch to accommodate a larger book collection and computer resources; increasing community outreach measures; and implementing an ongoing strategic planning process for the library.

8. Other City Owned Buildings and Property

a) Existing Conditions

The City has buildings and sites throughout the city that are utilized to provide services to City

residents. The Department of Public Works houses its operations in a City-owned garage building on Long Beach Boulevard. Buildings along Pine Street, across from Veteran's Memorial Park, the Recreation Center and Senior Center, house other City maintenance operations including beach and parks equipment.

A City-owned building on West Park Avenue was to be utilized as a teen center. Now that the center is housed on the second floor of the ice arena, the City is entertaining proposals for the building's reuse as a performing arts or cultural center.



A vacant City-owned building at 727 Park Avenue needs reuse.

Several parcels on the Reynolds Channel waterfront are City operations or vacant land. The vacant incinerator site has received an allocation of \$250,000 from 2005 Community Development Block Grant funding for demolition and environmental clean-up. The garbage transfer station, water tower and standpipe, and sewage treatment plant sites are also City-owned.

Other vacant government owned parcels include a County owned parcel of land on Shore Road.

A parcel of Town of Hempstead owned land, comprised of landfill along Water Street is also vacant.

b) Issues and Opportunities

City owned buildings and land provide potential resources for redevelopment or relocation of other facilities.

Utilization of the Town owned land and any waterfront redevelopment scheme will have to be discussed with the Town.

D. Traffic, Parking and Transportation

The movement of residents, visitors and employees throughout the city is provided by its roadway network and public transportation system.

The following are the existing conditions and issues and opportunities with regard to these critical mobility elements of the city.

1. Traffic

a) Existing Conditions

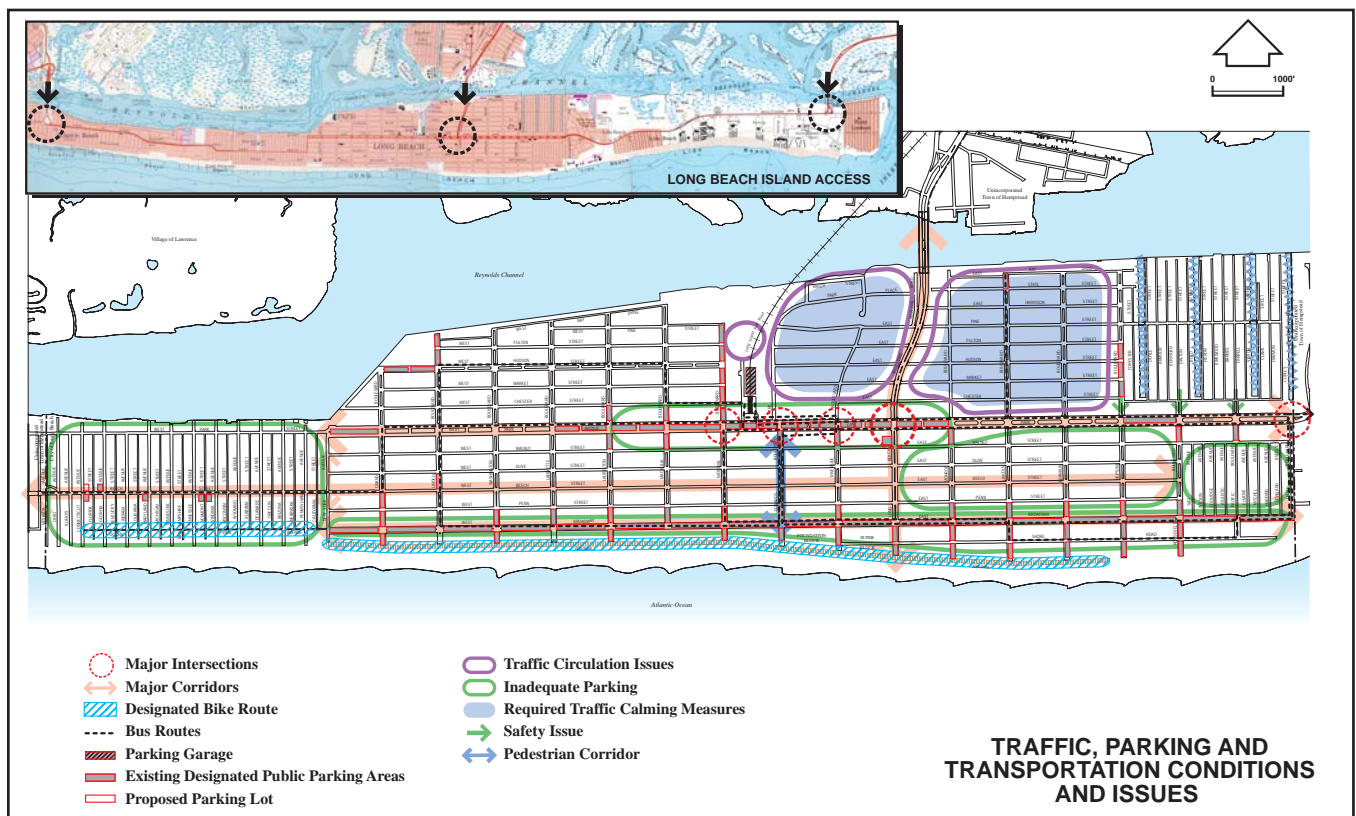
Although traffic volumes are higher during the summer season due to the greater seasonal population and the daily influx of beachgoers, traffic is a year-round concern. Despite increasing household auto ownership trends, the roadway network in Long Beach has remained essentially unchanged for decades.

With respect to auto travel, there are only three routes into and out of the city. From the north, Long Beach Boulevard serves as the major arterial, but drivers must pass through several local communities before reaching east-west regional highway facilities, such as Sunrise Highway and the Southern State Parkway. To the east of the city, Lido Boulevard provides access to the Loop Parkway, which connects with other parkways and highways leading elsewhere on Long Island. To the west, Beech Street passes through Atlantic Beach before connecting to the southwest corner of Nassau County, as well as to JFK Airport and the New York City metropolitan area.

b) Issues and Opportunities

Key traffic issues are:

- Traffic congestion – Optimizing traffic signal timing, in coordination with the Nassau County Department of Public Works is necessary.
- Traffic circulation – Non-local traffic intrudes on local residential areas.



- Traffic calming – Possible concepts and techniques may be appropriate in various sections of the city.
- Bicycle routes – The layout of Long Beach, and the existing problems arising from traffic and parking, has encouraged bicycle travel throughout the city. Special efforts, which could be implemented to improve the safety of bicyclists, could also yield major benefits in reducing auto travel.
- Pedestrian activity – The city is a very pedestrian-friendly community, but even greater attention can be directed to actions, which will further improve pedestrian safety for all, and especially for the senior population.

2. Parking

a) Existing Conditions

If there is any common complaint discussed more often than local traffic conditions in the city, it is the shortage of parking. The problem is exacerbated during the summer, particularly near the beach areas, and in the West End near the local bars and restaurants on evenings and on weekends.

Parking exists in a variety of types throughout the city. In the downtown area, there is on-street curbside parking along both sides of Park Avenue that is supplemented by parking lots within the center mall areas. A similar situation is found along many intersecting side streets. In addition, there are larger parking fields adjoining City Hall, the LIRR terminal and the bus station, and smaller parking lots on Beech Street in the West End.



Center malls provide downtown parking, but are frequently full.

Elsewhere, on-street parking varies by section of the city. In many areas, there is a significant amount of on-street parking in front of residential properties. However, in other areas, the smaller property sizes, with intermittent driveways, yield a much lower number of on-street spaces. As a result, visitors and local residents often have to circle around their neighborhood in search of available vacant spaces.

Although there is a significant amount of on-street parking along Broadway in the beach areas, it is insufficient during the popular summer season, resulting in a spillover of parking into the adjoining residential areas.

b) Issues and Opportunities

In the vicinity of the beachfront area, there is a need to balance parking supply and demand. This balance can be achieved by increasing the supply of public parking (through the creation of additional parking areas or possible re-striping of parking stalls to achieve more spaces), decreasing the demand for parking (through increased public transportation service from the downtown area to the beaches), improving pedestrian and bicycle accessibility and safety (in order to increase non-motorized travel), or a combination of these. The same issues arise with respect to the parking situation in the West End area. In the downtown area, it is possible that there may be adequate parking overall (especially following completion of the new garage adjacent to the LIRR station), but there may need to be a restructuring of the parking regulations, so that the time limits better match the needs of shoppers, employees, commuters and residents.

3. Transportation

a) Existing Conditions

The City of Long Beach operates its own 12 buses and several bus routes. All City buses remain only within the city, with the exception of the Point Lookout route that travels from the LIRR station in Long Beach to Point Lookout. The City operates this line on behalf of MTA/Long Island Bus for

Nassau County. The Far Rockaway bus, operated by Nassau County, has stops in Long Beach. The Nassau County N15 bus that goes to Roosevelt Field also stops in Long Beach. The fare for Long Beach buses is \$1.50. It costs \$2.00 to ride the Nassau County buses and the Point Lookout bus. The Long Beach bus system operates from 5 AM to 11 PM. The bus system covers over 90% of the city, and there are 30,000 passengers per month.

The City operates five routes on the weekdays, three on Saturday and two on Sunday. The schedules do not change seasonally. There is a weekday “Shopper Special” bus that is mostly used by seniors. This route travels from the LIRR station, down Park Avenue to Maple to Broadway to Laurelton to Beech Street and back. Every Wednesday, it is extended to the West End (Nevada Avenue), otherwise it only travels as far as Lindell Boulevard.

The bus to the LIRR carries mostly commuters. There is a discounted LIRR/bus pass program (Uni-ticket) for commuters.

The City also operates a paratransit bus system for the disabled, not for seniors, that costs \$0.50 per ride. They own two paratransit buses that hold 12 passengers each and have two wheelchair spots. Passengers must schedule the ride 24 hours in advance. Paratransit ridership is increasing.

Funding for the bus system comes from the City, Federal Transit Administration (FTA), New York State Department of Transportation (NYSDOT) for capital funding and a \$100,000 grant from NYSDOT for operating assistance. The City system has a \$1 million operating budget and collects approximately \$375,000 to \$400,000 in revenue annually.

The Long Island Rail Road provides passenger transportation from its renovated terminal in the downtown area to other stations within Long Island and New York City. Commuting time to Manhattan is approximately 55 minutes.

b) Issues and Opportunities

- The paratransit service is expensive to operate.
- The City has not been reimbursed by the County in over three years for operating the Point Lookout bus.
- The City does not operate any special services for beach goers during the summer. Bus service between the LIRR station and the beach would allow train passengers an alternate means to the beach and drivers could park at the LIRR parking lot without taking up valuable spaces on residential streets.

E. Public Policy

a) Existing Conditions

Existing public policy issues in the city relate to zoning, government structure, municipal boundaries, economic development and job creation. Each of these areas also present opportunities for improving future quality of life in the city.

b) Issues and Opportunities

Issues and opportunities related to public policy are as follows:

Zoning

The current Zoning Ordinance, dating from 2004, even with some recent amendments to bulk regulations such as height, is not sufficiently addressing ongoing development pressures or reflecting a clear vision for the city’s neighborhoods and their future. The last five years of Zoning Board of Appeals cases reflects these pressures.

Current issues in various zones are:

- Maximum permitted height
- Bulk regulations; including length of buildings
- Drive-thru regulations
- Parking requirements
- Mixed use buildings as permitted uses in downtown with apartments above stores

- Basement apartments as permitted uses
- Subdivision as a required review in other than E zone in West End
- Parking requirements

Government Structure

The City of Long Beach currently has land use review procedures that are overseen by the City Council, the Zoning Board of Appeals and the Board of Architectural Review.

The City Council has the legislative function related to zoning which establishes the framework for determinations of compliance by the Building Official, i.e., the Commissioner of Buildings. If proposed projects comply, they are as-of-right and can be issued a building permit. If they do not comply, they require a variance and are reviewed by the Zoning Board of Appeals.

This structure does not include Site Plan and Special Permit Review procedures, where Site Plan Review is generally undertaken by a Planning Board or a City Council acting in its capacity as a Planning Board. Special Permit review can be undertaken by either a City Council, a Planning Board or even a Zoning Board of Appeals, with any body being assigned jurisdiction depending on the particular review and approval. A reorganization and institution of new procedures could establish the approval agency as the lead for environmental review and under the New York State Environmental Quality Review Act (SEQRA).

Comments from various officials indicate that the current procedure is utilized because it is perceived that there is more control on an individual basis to shape the character of an area. As a result of the visioning process of this Comprehensive Plan, there will be more consensus on the goals of neighborhood development and redevelopment that may later be codified into revisions to the Zoning Code. There may also be consensus that Site Plan Review undertaken by a Planning Board in furtherance of such a revised Code may be appropriate.

Boundaries

The City of Long Beach has boundary issues related to land at the Reynolds Channel waterfront and along the Canals.

On the Reynolds Channel waterfront, it is unclear where the northern boundary of the city lays. The City will need to coordinate with the Town of Hempstead to determine a definitive boundary, especially if the bulkhead between the LIRR tracks and the Long Beach Boulevard Bridge is to be repaired or replaced. This boundary will be clearly defined as part of a newly initiated and parallel Local Waterfront Revitalization Program (LWRP) process that was undertaken by the City in 2006.

Along the canals, individual property owners encroach both on City land at the canal edge and within the waterways beyond the legislated distance. The City has to develop a policy regarding this land and public waterways.



Private homeowners sometimes encroach on City property and waterways.

Economic Development

Redevelopment of large scale areas such as the Reynolds Channel waterfront, require public policy decisions relative to the types of jobs, tax base and amenities the City wishes to pursue.

Future redevelopment of the Foundation Block should complement the approved uses on the Superblock and provide additional amenities for boardwalk users as well as all city residents year round.

F. Areas Subject to Change

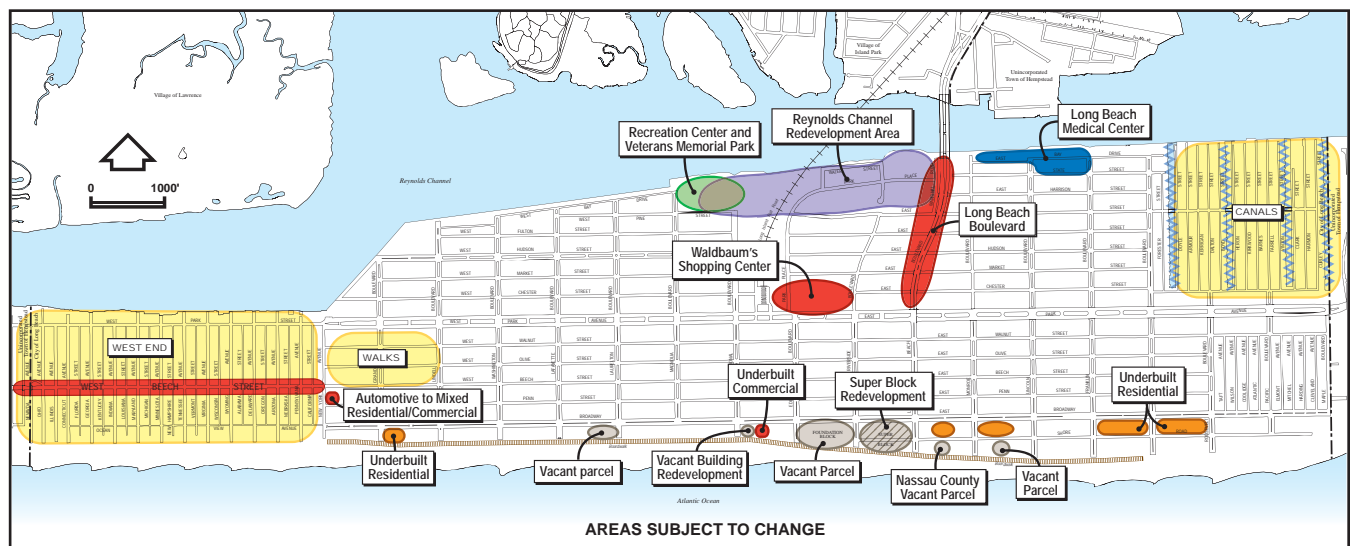
The land use pattern in the City of Long Beach is well established, leaving few significant parcels of vacant and underutilized land. As part of the Comprehensive Plan process, a few vacant parcels and parcels or areas that are underutilized based on zoning potential or characterized by uses that have the potential for redevelopment, have been identified as Parcels or Areas Subject to Change. In addition to the Superblock and Foundation Block, a large area along the Reynolds Channel bayfront has some vacant, some underutilized and some obsolete uses occupying a valuable waterfront corridor. While currently tucked away on the city's north shore, this area is a visual gateway from the southbound Long Beach Bridge and Long Island Rail Road (LIRR) tracks. West of the LIRR tracks, distinct bayfront locations present opportunities for change, sometimes within City-owned parcels. As it plans for its future within the community, the Long Beach Medical Center represents an area subject to change. The Waldbaum's shopping

center strip commercial uses are also considered to be areas subject to change for purposes of this Comprehensive Plan. Some parcels subject to change are located along the Broadway and Long Beach Boulevard corridors.

1. Reynolds Channel Bayfront

The Reynolds Channel Waterfront stretches for over 3.5 miles along the northern boundary of the city and consists of public and private uses. The public bayfront land is characterized by two main and separate segments: (1) the area from Washington Boulevard east to the Long Island Rail Road tracks; and, (2) the area from the railroad tracks east to Long Beach Boulevard. Three additional areas include the bayfront land at street ends adjacent to Lindell Elementary School, at the western terminus of West Hudson Street, and the covered tennis courts on Monroe Boulevard.

The first main segment is comprised of existing City uses that require some treatment, rehabilitation or redevelopment with in-kind or other public uses, while the second segment consists of a mix of City, other public, and private uses, the majority of which are proposed for redevelopment with mixed private uses, public waterfront uses, open space and cultural uses.



Areas Subject to Change West of LIRR

Parcel Number	Current Usage	Ownership	Acreage
1	Bayfront Esplanade, Veteran's Memorial Park, Fishing Pier, Recreation Center, Senior Center, Skating Rink, Parking lot	City of Long Beach	5.20 + Bayfront esplanade
2	Wastewater Treatment Center	City of Long Beach	7.00
3	Lumber yard	Whitbread Sons Lumber	0.91
4	Storage Facility	City of Long Beach	1.64
Total	-	-	14.75

a) Bayfront Land West of the Long Island Railroad Tracks

The parcels located on the western side of the Long Island Rail Road tracks comprise 14+ acres of land. The public esplanade is in excellent condition. Its eastern terminus at the Recreation Center parking lot requires some designated pedestrian connection to the Veteran's Memorial Park esplanade to form a continuous pedestrian way that includes the fishing pier and provides access through the parking lot.

Veteran's Memorial Park, Bayfront Esplanade, Fishing Pier, Recreation Center, Senior Center, Skating Rink, Parking Lot

Veteran's Memorial Park is a municipally owned and maintained 5.2 acre park located adjacent to Reynolds Channel. It is located between the bay and West Pine Street, between Magnolia and National Boulevards. Notable is its approximately 1,500 linear feet of bayfront that offers views of Reynolds Channel across to the Villages of Lawrence and Island Park. The park has multi-purpose ballfields, an outdoor roller hockey rink, skateboard park, basketball courts, bayfront esplanade, fitness trail and a boat ramp. The ballfields have lights for nighttime play and are used for softball, soccer, lacrosse and football by the City teams, as well as by various community groups and leagues. A bayfront esplanade of approximately ½ mile long fronts the active recreation uses of the Park, ending before it connects to the bayfront esplanade to the west that extends from Magnolia Boulevard to Washington Boulevard. The skateboard park is currently closed and in need of major repairs,

eliminating a heavily utilized recreation facility. Repair or reconstruction of the boat launch is also needed.

There are three buildings serving recreation functions adjacent to the park. The Recreation Center is located at the northern terminus of Magnolia Boulevard at the Reynolds Channel bayfront. The center offers a weight room, a pool, men and women's locker rooms, and a variety of fitness classes. Use of the facility is open to Long Beach and non-Long Beach residents for a yearly membership fee. The ice skating arena is a City owned building licensed to a private operator. The Senior Center building is City owned and operated for the benefit of senior citizens. The Magnolia Child Care Center is also located within the building.

Wastewater Treatment Center

The 7.5 million gallon City Wastewater Treatment Plant is located on approximately seven acres adjacent to and east of Veteran's Memorial Park. It is owned and operated by the City of Long Beach,



The City's wastewater treatment plant consolidation could provide environmental benefits and redevelopment opportunities.

and receives inflow from both Long Beach and the neighboring municipality of Lido Beach. The plant was rehabilitated in 1990 and 2002, and is in good condition, receiving few violations from the DEC. However, the three pumping stations that serve it are in disrepair and present an environmental and public health risk in their current condition. Additionally, there is an odor problem from the facility that is created during the processing of sewerage. There is the potential to close this facility and re-direct wastewater to the regional treatment plant at Bay Park, which would allow possible redevelopment of six of the seven acres that are now occupied. The potential for this site to complement the adjacent community recreation facilities, as well as the benefits of relocation of the City's wastewater treatment needs, makes this site a prime candidate for remediation and development.

Lumber Yard

The Whitbread Sons lumberyard is privately owned and located east of Magnolia Boulevard on West Pine Street, on almost one acre. This business is currently consistent with the zoned Industrial district and extends the line of industrial and City storage facilities fronting West Pine Street. Because of its proximity to Veteran's Memorial Park and the bayfront, there is potential for the remediation and development of this site in a way more consistent with the adjacent recreational uses, for the benefit of the overall community and the nearby residential neighborhoods.

City Use and Storage Facilities

The series of storage facilities located immediately south of and adjacent to Veteran's Memorial Park, on 1.64 acres of land, house equipment and materials for many City departments.

b) Bayfront Land East of the Long Island Rail Road Tracks to Long Beach Boulevard Bridge

The land east of the Long Island Rail Road tracks to the Long Beach Bridge comprise almost 19

acres of land that are subject to change, the largest such area in the city. Redevelopment of this area with mixed residential, commercial, civic and water dependent and water enhanced uses would provide a revitalized bay waterfront and provide a destination for residents and visitors.

Warehouse

A private warehouse is located on a uniquely shaped parcel immediately east of the railroad tracks, along Park Place, occupying a total of 0.26 acres.

Water Treatment Facility

The City's water treatment facility, located on the northern side of Park Place fronting on the Reynolds Channel bayfront, occupies 2.05 acres of land. The water quality facilities are in good to excellent condition, and are well maintained. It is recommended that the storage tanks be covered, to secure water quality and keep out debris, which would cost approximately \$800,000 to \$1 million to build. Due to their good condition and proximity to a series of wells, it is likely that this facility will remain located at this site.

LIPA/KeySpan

The 0.46-acre Long Island Power Authority (LIPA)/KeySpan site located on the southern side of Water Street is adjacent to the Reynolds Channel bayfront. The facilities on this site could be relocated to the LIPA site to the east.

City of Long Beach Water Administration Building, Water Tower and Standpipe, Gun Range and Animal Shelter

These distinct City uses are located on a 0.59 acre parcel between Park Place and Water Street. The elevated water tower (capacity of .075 million gallons) and the standpipe (0.5 million gallon capacity) are 70 years and 90 years old, respectively. It is recommended that both of these facilities be upgraded and/or combined to carry larger capacity (1.25 million gallons each). A potential site for

Areas Subject to Change East of LIRR

Parcel Number	Current Usage	Ownership	Acreage
5	Warehouse	Air UN Realty Corp.	0.26
6	Water treatment	City of Long Beach	2.05
7	LIPA/KeySpan		0.46
8	Water Administration Building, Gun Range, Animal Shelter, Water tower and standpipe	City of Long Beach	1.59
9	Incinerator	City of Long Beach	0.63
10	LIPA/Key Span, Gas, Electric	City of Long Beach	2.80
11	City Yard	City of Long Beach	0.68
12	Lumber Yard	Supply Co. Inc. Centre Millwork	2.06
13	McDonald's	Norstand Realty Corp.	0.846
14	Solidwaste and Recycling Facility	City of Long Beach	2.02
15	Chem Rx, Parking lot	750 Park Place Realty	3.41
16	Diamond Window Factory	F & J Scalamandre Real Estate	1.10
17	Basketball Courts	City of Long Beach	0.35
18	Long Beach MLK Center	City of Long Beach	0.486
Total	-	-	18.742

one of the facilities could be on the wastewater treatment plant site due to ease of access to major water mains. The gun range is vacant and can be demolished and the animal shelter could be relocated into an area more suitable for its uses. It is anticipated that this entire parcel would be redeveloped.

Incinerator

This 0.63-acre site has a vacant, City owned building, located immediately adjacent to the bayfront, on Water Street. The City has received an allocation of \$440,000 in Community Development Block Grant funding for demolition of this site. An additional \$75,000 in CDBG funding has been allocated for engineering work related to the site.

LIPA/Key Span, Gas, Electric

A LIPA/Key Span substation for gas and electric utilities is located on a 2.8 acre parcel at the intersection of Water Street and Park Place, adjacent to the Reynolds Channel bayfront. These substations do not require a waterfront location.



Funding has been secured for the demolition and clean-up of the vacant incinerator site.

Since approximately half of the gas site is vacant, the two electric sites can be consolidated. The vacant portion could be leased/sold to the City.

City Yard

A vacant City owned 0.68 acre parcel that formerly housed the City yard is located at the terminus of Marginal Road, which runs parallel to a portion of Long Beach Boulevard. This land is available for redevelopment and could be consolidated with potentially vacated LIPA property.

Lumberyard

The Centre Millwork Supply lumberyard occupies 1.91 acres south of the intersection of Marginal Road and Park Place. This privately owned parcel is an active heavy commercial use that would have to relocate should it be incorporated into a redevelopment plan.

McDonald's

A McDonald's restaurant and parking lot is located on a 0.846-acre lot located at the intersection of East Pine Street and Marginal Road, accessed off of Long Beach Boulevard. It is part of a larger block that includes the Centre Millwork Supply lumberyard, the Solid Waste and Recycling Center and Pine Towne Homes, and is potentially subject to change. The parcel is owned by Norstand Realty Corporation.

Solid Waste and Recycling Transfer Center

The City owns the 2.02 acre Solid Waste and Recycling Center, located on the southern side of Park Place, along Riverside Boulevard. The City of Long Beach collects all residential and some commercial solid waste. All solid waste collected by the City is carted by City trucks to Omni of Babylon, a waste transfer facility located approximately 25 miles outside of Long Beach.

Recyclable materials are also collected by the City and brought to the Recycling Transfer facility. The City bids annually for a contractor who provides containers at the transfer facility that are carted away when filled to the Omni in Babylon recycling

yard. The recycling yard does not require a bayfront location and could be consolidated to about half of its current size at another location.



Business displacement may result from bayfront redevelopment.

Chem Rx

Chem Rx is a vitamin manufacturing company whose plant is located on the south side of Park Place where it occupies a 3.41 acre site. Although this facility is currently in compliance with its mapped Industrial zone and provides local jobs, its proximity to the North Park neighborhood and the bayfront makes it a parcel subject to redevelopment as part of a bayfront master plan.

Diamond Window Factory

Directly west of the vitamin plant is a window factory occupying 1.1 acres on the south side of Park Place. As with the adjacent industrial use, this parcel is subject to potential bayfront redevelopment.

Basketball Courts

Basketball courts owned and maintained by the City of Long Beach occupy 0.35 acres at the northern terminus of Riverside Boulevard. They are a recreation resource for residents of the surrounding North Park neighborhood. It is recommended that these courts be relocated to open Riverside Boulevard as a major gateway to a redeveloped mixed use bayfront. The basketball courts could be redeveloped as a local community facility as part of a local park associated with a relocated and redeveloped Martin Luther King Center as part of the overall bayfront redevelopment.

The Long Beach Martin Luther King Center

The 0.486 acre lot located at the corner of Riverside Boulevard and East Pine Street is owned by the City of Long Beach, but occupied by the Long Beach Martin Luther King Center, Inc. which provides day care and recreational activities for the North Park community. The building is currently in disrepair, requires a new roof, and other improvements. There is the potential to relocate and reconstruct rather than repair this facility as part of the redevelopment of the bayfront while still making it accessible to the adjacent community it serves. The site can then be used as a gateway site to the waterfront and be redeveloped as affordable housing or for some other use.

2. Long Beach Medical Center

The Long Beach Medical Center (LBMC) is located on the north side of East Bay Drive between Monroe and Franklin Boulevards, and owns and operates the Hannah and Isidore Komanoff Pavilion nursing home on the parcel located on the northern side of East Bay Drive, between Lincoln and Monroe Boulevards. The LBMC also owns property on the south side of East Bay Drive between Lincoln and Franklin Boulevards and on Lincoln Boulevard between East Bay Drive and Harrison Street. These properties are used for parking, doctors offices and nurses residences. LBMC leases space at 249 East Park Avenue for back office functions. A service/emergency road is located in the back of the hospital between the building and Reynolds Channel. The parking lot adjacent to the nursing home (East Bay Drive and Monroe Boulevard) is used by visitors and employees. There is also an

employee lot located on East Bay Drive between Lincoln and Franklin Boulevards. The LBMC currently owns and occupies 7.22 acres.

LBMC is planning to undertake implementation of a facilities master plan intended to update and consolidate hospital uses. As part of the plan, the hospital will renovate and expand the connection area between the hospital and the nursing home. Renovations will include space for outpatient programs, an expanded emergency room, additional office space, and relocation of the main entrance and lobby. The plan also includes construction of a new drive-up ramp. The hospital plans to demolish hospital owned houses on the block between Lincoln and Franklin Boulevards and between East Bay Drive and State Street, and use that space for a new parking lot. The LBMC plans to purchase the two additional residences on the block, which they currently do not own, and incorporate them into the parking. This block would be made into parking lots for employees and visitors to the LBMC. Another long-term plan is to renovate the nursing home by expanding it out toward the bay. The proposed expansions would increase the acreage of the LBMC by 0.162 acres.

3. Parcels Located along Broadway and Shore Road

The areas subject to change are listed below.

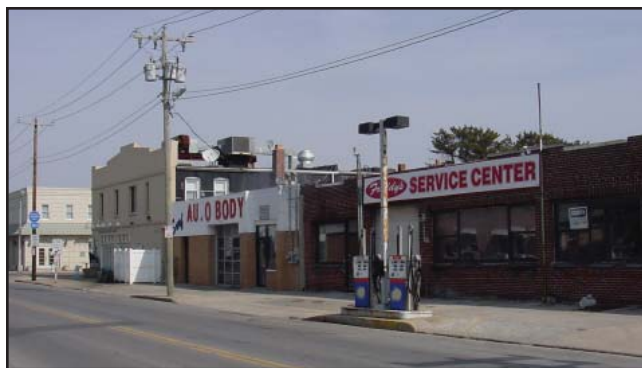
a) Eastside of New York Avenue Between West Beech Street and West Penn Street

This automotive use fronting on New York Avenue is a negative entryway to the beach and boardwalk that is likely to be redeveloped in the future.



Areas Subject to Change along Broadway and Shore Road

Parcel Number	Current Usage/Address	Ownership	Acreage
1	Eastside New York Avenue between Beech Street and West Penn Street	Duck LLC	0.31
2	658 – 670 Broadway	Various Individual owners	0.6
3	340 – 370 Broadway	Alpert W I & A	2.87
4	Mid-Block Waterfront Commercial King David Manor Restaurant Vacant Lot	S. Silvian Mackston et al. Arnold and Anne Gumowitz	1.82
5	Foundation Block	Alpert Charles	4.8
6	Superblock	Various	6.0
7	240 Shore Road	County of Nassau	0.3
8	Two- and Three-family homes along Broadway and Shore Road between Long Beach and Monroe Boulevards	Various	0.57
9	Shore Road and Boardwalk between Monroe Boulevard and Lincoln Boulevard	Haberman Sinclair	1.26
10	Broadway to Shore Road between Monroe and Lincoln Broadway to Shore Road between Franklin and Neptune	Various Various	0.75 0.73
11	Broadway between Neptune and Roosevelt Boulevards	Various	1.15
Total	-	-	21.16



This New York Avenue use is subject to change.

The location would be appropriate for mixed commercial and residential use, framing the end of the West Beech Street commercial corridor.

b) 658-670 Broadway

Seven privately owned, low-scale multi-family attached houses currently occupy these parcels. They comprise a 0.6-acre through block series of parcels between Grand and Lindell Boulevards that have frontage on both Broadway and the boardwalk and beach. The zoning of this block



allows twice the existing density than that to which it is built. Given the zoning and higher density surrounding development, future redevelopment of these parcels is possible.

c) 340-370 Broadway

This 2.87-acre parcel is located at 340-370 West Broadway, between Lafayette and Laurelton Boulevards. The waterfront through block is privately owned and vacant. The City is using this site for open storage of beach equipment and furniture. No redevelopment plans are known but future redevelopment is likely.

d) Mid-Block Waterfront Commercial

This 1.82-acre partial-block site located between National Boulevard and Edwards Boulevard is a through block site developed with the King David Manor, commercial use, and the Avalon apartment building. The King David Manor is currently vacant and its configuration does not utilize its Broadway streetfront or boardwalk frontage. The commercial use with entry from Broadway and the boardwalk is underdeveloped with regard to zoning. Any redevelopment of the King David site should provide improved Broadway and boardwalk frontage, as demonstrated in the potential treatment of the adjacent Avalon boardwalk frontage. Rising real estate values could result in improvements to the Broadway frontage or redevelopment of the entire low-scale commercial site for either improved commercial use or more intense mixed-use development that relates to the boardwalk and residential character of the surrounding area.

e) Foundation Block

The Foundation Block is a vacant, beachfront parcel located on Broadway, between Edwards and Riverside Boulevards located adjacent to the Superblock. It is 4.8 acres in size, and privately owned. No redevelopment plans are currently known.



The Foundation Block is the largest undeveloped oceanfront site.

f) Superblock

The Superblock is located adjacent to the Foundation Block, on Broadway, between Riverside and Long Beach Boulevards. It is a vacant, beachfront parcel, which has been approved for redevelopment. The development plan includes condominiums, hotel/condominium units, restaurants and a health club/spa.

g) 240 Shore Road

This beachfront parcel is 0.3 acres and is located between Long Beach Boulevard and Monroe Boulevard. It is owned by Nassau County and is currently vacant. No redevelopment plans are known.

h) Two- and Three-Family Homes along Broadway and Shore Road between Long Beach and Monroe Boulevards

A series of two- and three-family, two-story homes located between Long Beach Boulevard and Monroe Boulevard fronting on both Broadway and Shore Road could be subject to change due to future assemblage since they are located within



Shore Road homes are subject to change due to existing zoning.

the L zoning district that permits densities of up to 55 units per acre and heights of up to 70 feet. This area could be considered for rezoning to maintain the lower scale mid-block character.

i) Shore Road and Boardwalk between Monroe Boulevard and Lincoln Boulevard

A mid-block vacant lot has been proposed for redevelopment as a second phase of the Sea Pointe Tower Residential complex.

j) Broadway to Shore Road between Monroe and Lincoln; and Franklin and Neptune Boulevards

Both blocks have individual parcels not built to permitted density and height that could be assembled for redevelopment at a higher density. Potential rezoning should be considered on some or all of the parcels.

k) Broadway between Neptune and Roosevelt Boulevards

The Broadway frontage is developed with lower scale housing than permitted by zoning and could be subject to redevelopment pressure. Rezoning should be considered to maintain the existing housing and to be more in keeping with the character and zoning of the north side of Broadway.

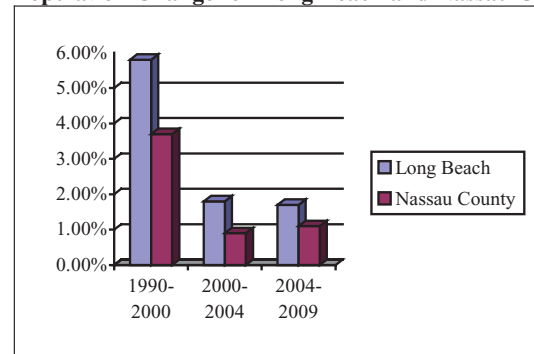
G. Socio-economic Factors

1. Population

Both the City of Long Beach and Nassau County have seen a continuing growth in total population between 1990 and 2000, and this trend is projected to continue through 2004 and 2009¹. Long Beach had a population of 35,462 in 2000, and a forecasted population of 36,110 for 2004, a 1.8% increase. While the city's population is projected to increase only an additional 1.7% in 2009, this projection is larger than the projected 1.1% for the county as a whole. Nassau County's 2000 population

was 1,334,544, and was projected to increase by 0.9% in 2004². As can be seen in the following Population Trend chart, Long Beach's percentage increases between 1990 and 2009 have been higher than that for the county.

Population Change for Long Beach and Nassau County



Source: U.S. Census and ESRI BIS Report; Compiled by Saccardi & Schiff, Inc.

2. Age Distribution

The median age in Long Beach in 1990 was 39.6 years, as compared with Nassau County's median age of 38.5. In 2000, the median age increased for both Long Beach - to 40.9 years of age - and the county - to 39.5 years. This increase in median age trend was projected to continue in 2004 and 2009 for both areas.³

In Long Beach in 2000, the largest combined age group (as defined by the Census) was persons 35-44 years of age. Also significant were the 25-34 and 45-54 age groups. While still noteworthy for 2000, the 25-34 age group decreased from its 1990 total, while the 35-44 and 45-54 age groups increased over the same 10-year period. Overall in 2000, the age groups from 25 to 54 made up approximately half of the total city population.

Both the city's and the county's 20-24 age group decreased dramatically between 1990 and 2000 (17.6% and 27.6%, respectively). A decrease in young adult population is a common occurrence in suburban areas, due to a lack of adequate jobs or housing types, or simply the desire to move away from their primary family. Another possible

¹2004 ESRI BIS Report, Market Profile.

²Ibid.

³2004 ESRI BIS Report, Detailed Age Report.

reason for this trend to 2000 in Long Beach is rising housing costs, making staying less affordable for the younger adult population. Between 2000 and 2004, however, Long Beach and Nassau County's 20-24 age group was projected to increase by 11.9% and 8.3% respectively. The forecasted increase in this age group is even more dramatic from 2004 and 2009 at 24.2% for Long Beach while only 5.8% for the county. The reason for the projected growth in this 20-24 age group population may be that continued escalating housing costs may keep this age group in their primary family residence longer, or may force them to move back for some time after college, prior to establishing independent households.

The larger number of older adult age groups of 55-64, 65-74, 75-84, and 85+ make up a smaller percentage of the population than the middle age group. The 85 and older population comprised the smallest population. Still, when taken as a whole, the 55 and older age group comprises over a quarter

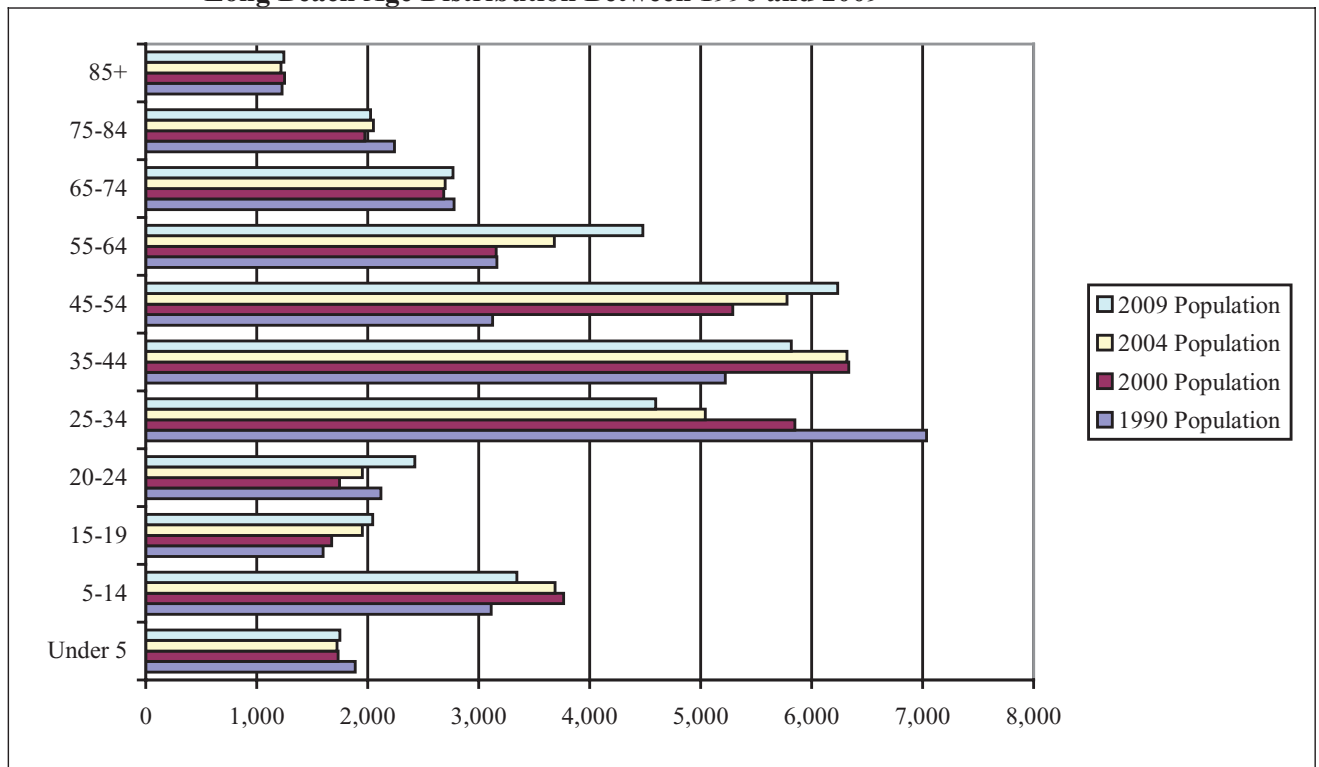
of the total Long Beach population in 2000. It is significant to note that the 65-74 and 75-84 age groups are declining. This may be attributable in part to the demolition of old hotels and the continuing renaissance of the area that makes it attractive to young professionals and families.

In Long Beach, the trends for persons 25-54 years of age are opposite from those of 55 and over. The 25-54 age group population increased between 1990 and 2000, but was forecasted to decrease in 2004 and 2009. Conversely, the 55 and over age group population decreased between 1990 and 2000, but was projected to increase in 2004 and again in 2009.⁴ This trend may be attributable to a percentage of empty nesters moving to this attractive beach location, in combination with fewer people relocating out of state.

As in Long Beach, in 2000, Nassau County's largest combined age group was persons aged 35-44. In 2000, the combined 24-54 age groups

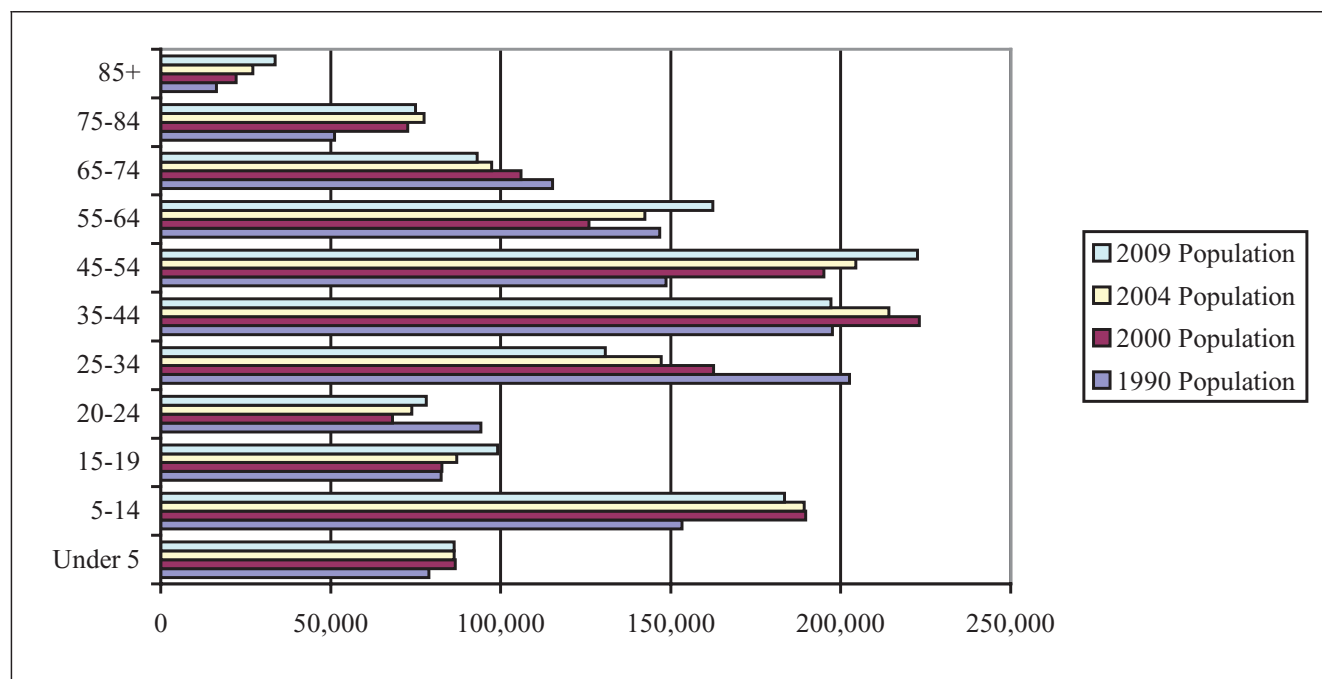
⁴Ibid.

Long Beach Age Distribution Between 1990 and 2009



Source: U.S. Census and ESRI BIS Report; Compiled by Saccardi & Schiff, Inc.

Nassau County Age Distribution Between 1990 and 2009



Source: U.S. Census and ESRI BIS Report; Compiled by Saccardi & Schiff, Inc.

were still significant, yet were less so in the county than in Long Beach. While the county had growth trends for the 55 and older population similar to that of Long Beach, the proportion of the total population was lower for Nassau County than for Long Beach.

3. Race/Ethnicity

While the majority of the Long Beach population was white in 2000 (84.2%) and whites increased from 1990 (80.0%), the white population was projected to decrease in 2004 (82.0%) and 2009 (79.0%). This compares with the county's white population, which decreased between 1990 and 2000, from 82.6% to 79.3%. It was projected that the county's white population will continue to decrease in 2004 (76.8%) and 2009 (73.6%). In 2000, 6.2% of the city's population was black (Census defined category), a decrease from 7.3% in 1990. Concurrently, the city's population

that identified themselves as of Hispanic origin increased from 10.8% to 12.8%. The county's black population was 10.1% in 2000, an increase from 8.2% in 1990. The county's Hispanic origin population grew more significantly, from 6.0% in 1990 to 10.0% in 2000.⁵ This change and shift in population diversification is illustrated in the chart below.

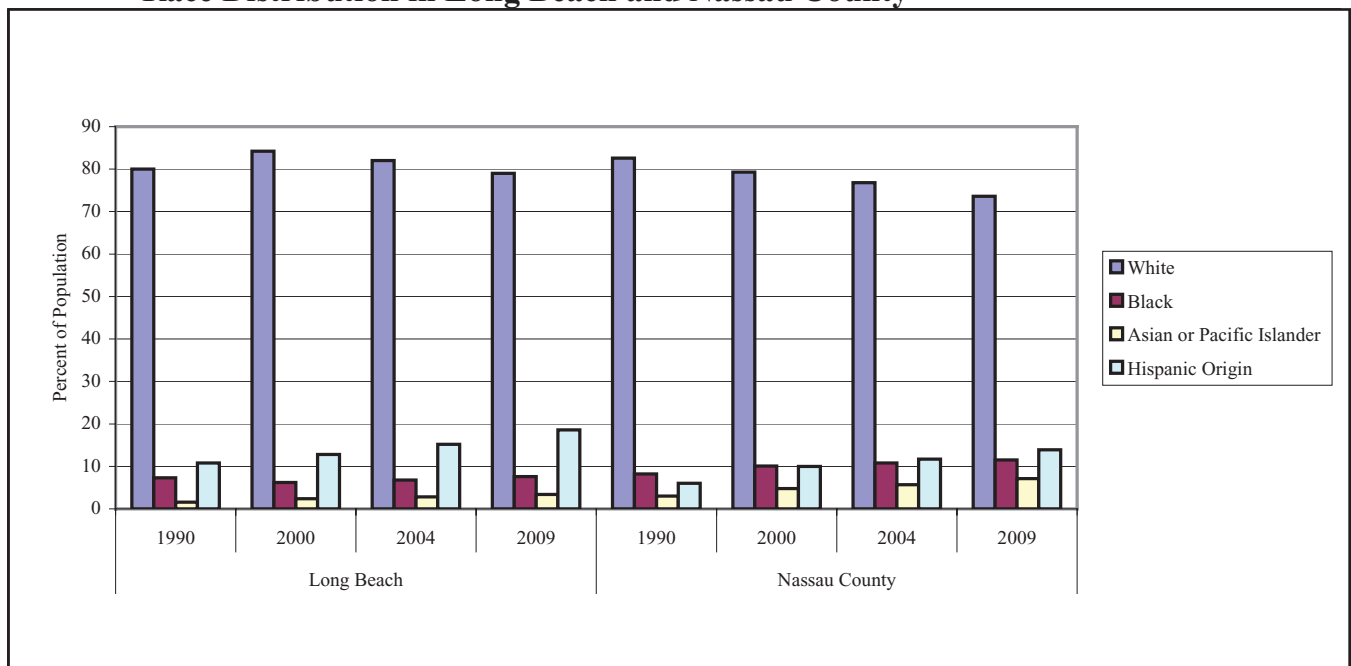
4. Household Size

In 2000, the average household size for Long Beach was 2.26 persons and was projected to remain at this level in 2004 and 2009. The Nassau County average household size in 2000 was 2.93 persons and was expected to show slight increases for 2004 (2.94) and 2009 (2.95).⁶ Possible reasons for this significantly smaller household size in Long Beach are the large number of nursing homes and remaining hotels with specialized populations.

⁵ESRI BIS Report, 1990-2000 Comparison Profile

⁶2004 ESRI BIS Report, Demographic and Income Profile

Race Distribution in Long Beach and Nassau County



Source: U.S. Census and ESRI BIS Report; Compiled by Saccardi & Schiff, Inc.

5. Income and Poverty

The 1990 median family income for Long Beach was \$51,354, which was 18% lower than Nassau County's 1990 median family income of \$60,618. In 2000, these median incomes increased to \$67,026 for Long Beach and \$80,477 for the county.⁷ The percentage difference increased to 20%, indicating the Long Beach median family income lagged behind that of Nassau's at a greater rate.

The Community Development eligible areas within Long Beach are: Census Tract 4164, all block groups; Census Tract 4165, all block groups; Census Tract 4166, block groups 1, 2, 3 and 5; Census Tract 4167.01, block groups 5, 6 and 7; Census Tract 4167.02, block groups 3, 4 and 5; and Census Tract 4168, block group 3 (see Community Development Block Grant Eligible Areas exhibit in the Appendix). The income threshold for Community Development eligibility is \$66,400 for a family of four.

The U.S. Census Bureau uses a set of income thresholds that vary by family size and composition to determine who is poor. If a family's total income is less than that threshold, then that family, and each person in it, is considered poor, or below the poverty level. In 1990, 9.0% of Long Beach's population was below the poverty line, while Nassau County had 4.2% below the poverty line. In 2000, Long Beach's percent of its population below the poverty line decreased to 7.9%, compared with an increase of Nassau's population in poverty, up to 5.3%.⁸ This rising income over the last decade is an indicator of the improved image of the city and its ability to attract more persons.

6. Housing

Between 1990 and 2000, total housing units grew by 5.0% in Long Beach, compared with 2.7% growth countywide.

⁷2004 ESRI BIS Report, 1990-2000 Comparison Profile

⁸Ibid.

Percent of Owner vs. Renter Occupied Housing and Vacant Units in Long Beach and Nassau County

	Owner Occupied			Renter Occupied			Vacant Housing Units		
	2000	2004	2009	2000	2004	2009	2000	2004	2009
Long Beach	49.4	48.8	49.8	43.1	43.8	42.3	7.5	7.4	7.9
Nassau County	78.4	77.7	78.3	19.2	19.6	18.8	2.3	2.7	2.9

Source: ESRI Reports – U.S. Bureau of the Census 2000 and ESRI BIS forecasts for 2004 and 2009

In 2000, 49.4% of the housing units in Long Beach were owner-occupied, and 43.1% were renter-occupied.⁹ The remaining 7.5% housing units were vacant, a very high percentage. The Nassau County 2000 owner-occupied figure at 78.4% is significantly higher, with only 19.2% of total units renter-occupied. The vacancy rate in Long Beach is significantly higher than in the county (2.9%) and may be attributable to the remaining seasonally-occupied units, as well as to the largely vacant building owned by Air China, located at the northeast corner of West Broadway and Washington Boulevard.

The median housing value for owner-occupied housing units in Long Beach in 2000 was \$220,700¹⁰, lower than Nassau County's median

housing value, which was \$242,300. However, the 2000 median rent for renter-occupied units was higher in Long Beach (\$1,025¹¹) than in the county (\$964).

As in the rest of the New York Metropolitan area, housing costs have increased dramatically in recent years and this includes those in the City of Long Beach. A look at real estate listings from recognized real estate companies – Coldwell Banker and Century 21 - in the local Long Beach Herald (three issues) in March 2005, reflect increasing housing values. Prices for single-family homes ranged between \$520,000 and \$900,000, significantly higher just five years after the Census reported the median housing value at \$220,700, as noted above.

⁹2004 ESRI BIS Report, Market Profile

¹⁰This figure is based on sample data compiled by the U.S. Bureau of the Census, *QT-H14. Value, Mortgage Status, and Selected Conditions: 2000*.

¹¹This figure is based on sample data compiled by the U.S. Bureau of the Census, *DP-4. Profile of Selected Housing Characteristics: 2000*.

Housing Listed in the Long Beach Herald*

For Sale		For Rent	
Housing Type	Listed Price \$	Housing Type	Listed Price \$
One-Family	529k; 619k; 689k; 549k; 899k	Houses	3,200
Co-op:		Apartments:	
1-bed	269k	1-bed	1,950
2-bed	None listed	2-bed	1,200; 1,450; 1,500, 1,800; 2,000
3-bed	None listed	3-bed	1,750; 1,900
Condo:			
1-bed	279k; 289k		
2-bed	349k; 516k; 625k; 659k		
3-bed	445k		
4+	425k		
Townhouse:			
1-bed	None listed		
2-bed	None listed		
3-bed	485k; 485.9k		

* Listings appeared in the *Long Beach Herald*, March 3-9, 2005, March 10-16, 2005 and March 31-April 6, 2005.

Condominium units were the most frequently listed housing type. Two-bedroom condominium apartments were listed between \$345,000 and \$660,000, while one-bedroom condominium units ranged between \$270,000 and \$290,000. The available three- and four-bedroom condominiums were listed at mid-\$400,000. Three-bedroom townhouses had a listing price of about \$485,000. The higher priced two-bedroom condominiums, as compared with the three- and four-bedrooms units, may be explained by a more desirable location (possibly closer to the water) and the provision of more modern amenities.

The city's rental rates have also increased. As previously stated, the 2000 Census reported the median gross rent for Long Beach at \$1,025. Listings in the March 2005 issues of the Long Beach Herald had a range of monthly rents for two-bedroom apartments between \$1,200 and \$2,000, with an average two-bedroom rent of \$1,590. A one-bedroom apartment had a listed rent of \$1,950 and three-bedroom rents ranged between \$1,750 and \$1,900.

Whereas Long Beach previously had market rate housing options that were affordable, its continuing revitalization, as represented in escalating housing prices and rents, may be reducing these opportunities.

7. Labor Force

The percent of the civilian labor force that was unemployed in Long Beach in 2000 was 3.7%. This figure was 1.4% higher than the county's unemployed civilian labor force rate, which was 2.3% in 2000. In 1990 Long Beach's unemployed civilian labor force was 3.5%, while Nassau County's was 2.7%¹², a difference of only 0.8%. This indicates that a greater percentage of Long Beach's labor force was unemployed in 2000 than in 1990 when compared with Nassau County's Labor Force.

The breakdown of employment by industry for the city's labor force shows that the educational, health, and social services industry employs the highest percentage of Long Beach residents at 25.7%; followed by the finance, insurance,

Employment by Industry

Industry	Number	Percent
Agriculture, forestry, fishing and hunting and mining	7	0.0
Construction	867	4.8
Manufacturing	851	4.8
Wholesale Trade	680	3.8
Retail Trade	1,832	10.2
Transportation and warehousing, and utilities	1,095	6.1
Information	879	4.9
Finance, insurance, real estate, and rental and leasing	2,144	11.9
Professional, scientific, management, administrative, and waste management services	2,026	11.3
Educational, health, and social services	4,620	25.7
Arts, entertainment, recreation, accommodation, and food services	1,154	6.4
Other Services	706	3.9
Public Administration	1,117	6.2
Total:	17,978	100

Source: U.S. Census 2000, QT-P29; Compiled by Saccardi & Schiff, Inc.

real estate, and rental and leasing industry at 11.9%, and professional, scientific, management, administrative, and waste management services at 11.3%.

The presence of the Long Beach Medical Center, several large nursing homes, health-related facilities and former hotels housing social service residents, as well as the local school system explains the high employment level in this industry category.

8. Fiscal Conditions

City general fund revenues and expenditures since 2003 have been in the \$45 to \$52 million range, with property tax revenues remaining relatively constant at approximately 50% of overall revenues. Other revenue sources include: departmental income; State and Federal aid, fines and sale of property; licenses and permits; intergovernmental charges; and interfund transfers.

9. Year 2006 Adopted Budget

The \$51.9 million City general fund budget for Fiscal Year 2005/2006 maintains a consistent level of governmental services without increasing taxes. Several vacant positions were eliminated without the need for layoffs. The increase in expenditures from 2005 is 1.0%. The City's budget also contains a water fund (\$3.8 million), a sewer fund (\$4.5 million), a debt service fund (\$4.9 million) and a

¹²2004 ESRI BIS Report, 1990-2000 Comparison Profile

Trends in General Fund Revenues and Expenditures for the City of Long Beach (000,000)

	Expenditures	Total Revenues	Real Property Tax Revenues	Percent Real Property to Total	State and Federal Aid
2003-2004 (Actual)	\$48.6	\$47.7	\$24.6	51.5	\$5.6
2004-2005 (Revised)	\$52.3	\$48.6	\$24.7	50.9	\$5.5
2005-2006 (Adopted)	\$51.9	\$51.9	\$24.9	48.1	\$5.9

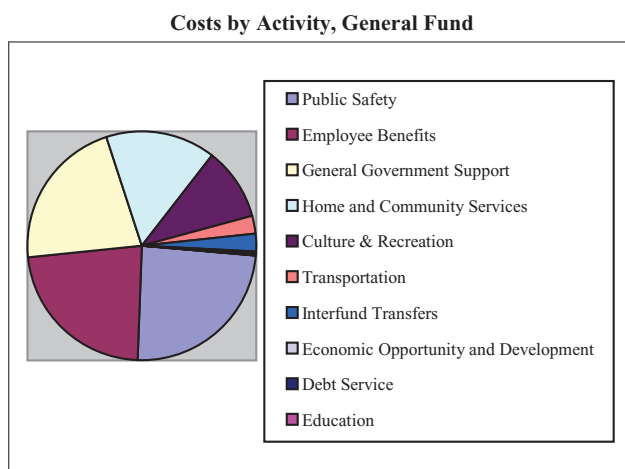
Source: City of Long Beach Annual Budget Fiscal Year July 1, 2005 to June 30, 2006 (Adopted).

risk retention fund (\$1.7 million) for a total budget of \$66.8 million.

Department income provides approximately 21% of the City's general fund revenue, second only to taxes. Other sources of revenue include State and Federal aid, fines and sales of property, and licenses and permits.

The City retired \$4.7 million in budget notes encumbered during the 2003/2004 fiscal year and eliminated a \$2.3 million deficit from previous years. Debt service payment accounts for approximately 0.17% of the general fund expenditures. The following table shows the trends in general fund revenues and expenditures from 2004 to 2006.

As shown on the chart below, public safety receives the largest portion of general fund expenditures, with employee benefits and general government support receiving the next largest portions.



Source: City of Long Beach Annual Budget Fiscal Year July 1, 2004 to June 30, 2005 (Adopted).

10. Conclusions

Long Beach's population is growing at a faster rate than that of Nassau County and will continue to be a diversified population with a representative mix of white, Black and Hispanic populations and others. Housing size is stable. While median income is lower than that of Nassau County as a whole, it is growing, albeit more slowly than that of the county. The percent of the city population below the poverty line has decreased significantly. The increasing desirability of the city is reflected in its housing values where units grew faster than in the county, and prices continue to rise. Overall, these statistics reflect the continued revitalization of the city and its ability to attract and retain a diversified, economically-stable population.

The City's budget shows a steady increase in total revenue while real property tax revenue and State and Federal aid remains relatively constant. The level of expenditures and the delivery of service have also remained constant for the past two fiscal years. Maintaining consistent services without tax increases will be a challenge for the City in the coming years.

II. GOALS AND OBJECTIVES

The drafting of goals and objectives is a critical step in the Comprehensive Plan process. Based upon the information obtained in the documentation of existing conditions, discussions with the City Council and Planning Advisory Board, and the comments from the six public charrettes, the goals and objectives have been formed as concepts to guide Comprehensive Plan proposals. These goals and objectives are achieved through implementation tools such as zoning modifications and the enforcement of the proposals of the Comprehensive Plan, which, subsequent to its adoption, will become a prime land use policy document for the City. It is the goals and objectives that form the vision for the Comprehensive Plan, and thus, for the future of Long Beach.

A. Land Use and Community Character Vision

To enhance community character, utilize and preserve the best of the built environment and existing neighborhoods while providing opportunities for new development that enhances and protects the community's character, the City will:

1. Undertake a comprehensive revision of the Zoning Ordinance to modernize the Ordinance and among other things, to reduce the number of zoning variances, thereby addressing overbuilding while meeting needs of homeowners. Make selected zoning map changes.
2. Promote location of water dependent and water enhanced uses along the bay and ocean waterfronts through the Comprehensive Plan and zoning regulations.
3. Address private encroachment on City-owned property.
4. Promote land use policies that strengthen neighborhood identity and their relationship to the City as a whole.

B. Public Policies Vision

To maintain and improve its built environment, enhance and improve government operations and responsiveness, improve its economic base and protect City-owned lands and waterways, the City will:

1. Review provisions of its zoning regulations to address development pressures and help to protect and shape the future of the city's neighborhoods.
2. Review the land use approval process and make appropriate modifications to implement the goals and objectives of the Comprehensive Plan.
3. Develop policies regarding private utilization of City-owned land and waterways.
4. Define city waterfront boundaries.
5. Develop and support economic development and job creation initiatives.

C. Visual Character Vision

To provide an aesthetically planned community, enhance city entryways, improve the downtown and protect unimpeded public view corridors to the water, the City will:

1. Pursue opportunities to maintain through streets with open block ends and promote mid-block views to the water.
2. Prepare design regulations and schematic design plans to coordinate sidewalk, façade treatment, landscape and streetscape improvements along Long Beach Boulevard, Park Avenue and West Beech Street.
3. Develop appropriate streetscape designs for narrow sidewalks.
4. Undertake a citywide tree planting program.
5. Develop a coordinated landscape design program for treating street malls.

6. Utilize and pursue funding to implement façade and streetscape improvements.
7. Consider removal of overhead utilities.

D. Economic Development Vision

To enhance and strengthen the economic vitality of the City of Long Beach by providing jobs, necessary tax revenues, adequate infrastructure and a desirable level of municipal services, the City will:

1. Pursue redevelopment opportunities along the Reynolds Channel waterfront that provide water dependent uses such as marinas, water enhanced uses such as restaurants, or other uses that generate jobs and tax revenues.
2. Coordinate with Long Beach Medical Center to implement its master plan and to increase health related job opportunities.
3. Pursue marketing and promotion strategies that attract a diversity of businesses throughout the City.
4. Promote design alternatives that enhance Waldbaum's Shopping Center as a downtown anchor.
5. Examine the feasibility of instituting a shuttle bus system to commercial nodes, transit facilities, beach and recreation areas, particularly during summer season.
6. Pursue upgrades to existing and provide for new commercial and mixed uses along the boardwalk.
7. Create zoning regulations that permit mixed uses with street level retail.

E. Housing and Neighborhood Stabilization Vision

To provide a broad range of adequate and safe housing opportunities that meet the needs of all segments of the City's population now and in the future; and to preserve and revitalize neighborhoods, the City will:

1. Continue maintenance and support of family and senior public housing operated by the Long Beach Housing Authority.
2. Pursue and utilize funding to support housing rehabilitation for seniors and other eligible households.
3. Identify and consider new workforce and entry level housing options.
4. Strengthen and enhance code enforcement efforts to reduce overcrowding, eliminate illegal apartments, and increase property maintenance.
5. Encourage and provide programs to promote renovation of vacant and underutilized residential buildings.
6. Lobby the United States Department of Housing and Urban Development (HUD) to continue to provide adequate funding of ongoing housing and community development to meet local needs.
7. Improve the aesthetics and strength of neighborhood commercial areas.
8. Support opportunities to provide housing above stores in commercial areas.
9. Identify vacant and underutilized sites for development of affordable housing, and work with non-profit organizations for its development.

F. Historic and Cultural Resources Vision

To ensure the preservation of historic and cultural resources, the City will:

1. Consider efforts of Long Beach historical organizations to survey local historic properties and districts for local, state and national register designation.
2. Encourage awareness of community history.
3. Maintain the Landmarks Preservation Board to review applications for local landmark designations.

4. Support initiatives of the city's artist community and provide opportunities for the display of public art throughout the city.
5. Include cultural or educational facilities as part of major redevelopment projects.

G. Community Facilities and Services and Infrastructure Vision

To maintain adequate and efficient infrastructure and community facilities and services that support existing and future residential and commercial development, the City will:

Community Facilities and Services

1. Rehabilitate Police and Fire Department Headquarters and consider the need for expansion.
2. Upgrade and modernize the Fire Department's dispatch unit and the Police Department's communication system.
3. Renovate the two fire stations located in the East End on East Park Avenue and in the West End on West Park Street, as needed.
4. Plan for fire truck replacement needs.
5. Support efforts of the Long Beach Public Library to expand, increase community outreach, and implement a strategic planning process.
6. Plan for the best disposition or reuse of vacant City owned land and buildings.

Infrastructure Vision

1. Improve and repair roadways and sidewalks and explore ways to improve functioning of narrow sidewalks.
2. Undertake short and long term replacement of the standpipe and water tower respectively, providing locations that will complement future Reynolds Channel redevelopment initiatives.
3. Maintain and improve water treatment facility and existing water quality monitoring programs.

4. Explore the feasibility of closing the City's wastewater treatment plant and sending wastewater to a plant in Bay Park, thereby reducing local environmental impacts and making 6± waterfront acres available.
5. Improve the capability of the City's stormwater management system by undertaking reconstruction of old dirt gutter systems, undertaking a coordinated bulkhead improvement program that increases bulkhead height along Reynolds Channel, and providing the manpower and equipment necessary to maintain tide flex valves conveying stormwater into the bay.
6. Determine responsibility for bulkhead repairs along the bayfront and implement required maintenance.
7. Undertake improvements to old water and sewer lines throughout the City and explore methods for implementation in difficult locations.

H. Parks, Recreation and Open Space Vision

To preserve, maintain and enhance existing parks, open space, recreation facilities, waterfront resources and environmental features to serve all present and future residents, the City will:

1. Evaluate and undertake reconstruction of the Long Beach Recreation Center.
2. Evaluate Veteran's Memorial Park and implement alternative uses of underutilized facilities such as the fitness trail and vacant kiosk. Improve the skate park and boat launch.
3. Encourage greater public utilization of Reynolds Channel esplanade.
4. Coordinate beautification initiatives to improve street "green malls" citywide and "green ends" on the three City-owned areas in the Canals neighborhood.
5. Increase Reynolds Channel water dependent uses including marinas, fishing opportunities and boat launches.

6. Promote and increase public access to the ice arena to better serve public needs.
7. Explore opportunities to provide a centralized dog-run.
8. Maintain and upgrade programs and services for youths, adults and seniors that meet current and future population needs. Utilize user fees, grants, recreation fees and other funding sources and mechanisms to support recreation programs.
9. Continue to coordinate with the City of Long Beach School District for use of school gymnasiums and fields to help meet the City's recreation needs.
10. Upgrade and rehabilitate City-owned and operated park facilities as needed. Determine rehabilitation program for Clark Street Park.
11. Acquire and develop additional sites for active and passive recreation and open space, including consideration of the Foundation Block and City-owned land.
12. Work with the State, County, other communities and non-profit organizations to secure outside funding for open space and recreation acquisition.
13. Examine user fees and lease agreements for recreation facilities.
14. Improve linkage of tennis courts with waterfront to enhance both resources.
15. Repair or rebuild the Martin Luther King Center at its existing or potential alternate location to service surrounding community residents.
3. Design and develop additional handicapped ramps to the boardwalk.
4. Identify appropriate new boardwalk uses and strengthen existing uses.
5. Encourage water-dependent and water-enhanced uses on undeveloped and underutilized waterfront sites including the Reynolds Channel waterfront.
6. Monitor and enforce public waterways from temporary and permanent private encroachments into public rights-of-way.
7. Maintain, enhance, and expand physical and visual access to the ocean and bay including pedestrian and bike access.
8. Increase public awareness, utilization and protection of the City's waterfront resources and amenities.
9. Undertake the creation of a Local Waterfront Revitalization Program to develop detailed waterfront policies, which, once adopted will provide a context for consistent waterfront development and create funding opportunities.

J. Traffic, Transportation, and Parking Vision

To provide a transportation and parking system that offers varied transportation and transit modes and parking resources that support residential and commercial development, the City will:

Traffic

I. Waterfront and Environment Vision

To preserve and enhance the City's extensive ocean and bay waterfront environments and marine activities, the City will:

1. Preserve the characteristics of Ocean Beach Park, including its depth, usable area and visual image.
2. Replace the boardwalk with a durable material requiring less maintenance and repair than current wood.
3. Improve traffic circulation and reduce intrusions of non-local traffic in local residential areas.
4. Maintain the existing road network and design and implement improvements to roads and intersections to enhance traffic flow and safety.

5. Identify opportunities to improve pedestrian safety by improving sidewalks and implementing traffic calming techniques.
 6. Increase non-motorized travel by improving pedestrian and bicycle accessibility, safety and convenience in the form of reserved bike and pedestrian only rights-of-way, sidewalks and lanes, and public or private bike racks.
 7. Pursue Federal and State funding for transportation project implementation.
2. Increase the supply of public parking through creation of additional parking areas or possible restriping of parking stalls to achieve more spaces.
 3. Identify opportunities to create additional parking along the ocean waterfront.

Transportation

Parking

1. Maximize downtown parking opportunities by examining restructuring of on-street and garage parking regulations, including the new parking garage, to better match shoppers, employees, commuters and residents needs. Maximize limited parking opportunities.
1. Provide and promote increased public transportation options from downtown and the Long Island Rail Road Station to decrease parking demand.
 2. Maximize City-owned and operated bus system to provide accessibility to local public and private institutions, businesses and residential neighborhoods.
 3. Explore opportunities to secure outside funding for existing paratransit services.

III. COMPREHENSIVE PLAN PROPOSALS

By examining Long Beach's existing conditions related to community structure, community character, public facilities, traffic, parking and transportation, public policies and socio-economic factors, and by integrating this information with the Goals and Objectives chapter, Comprehensive Plan proposals have been formulated. While the goals and objectives delineated earlier are more general, the proposals outlined below reflect more specific prescriptions for each subject.

A. The Land Use Plan

1. Land Use Plan Map

The Land Use Plan Map is comprised of broad land use categories intended to guide future land use and development throughout the city. The Land Use Plan will provide a basis for recommended zoning map changes, necessary to support the land use categories. Some of the land use categories reinforce existing land use patterns where they are appropriate, and others are new categories intended to guide future land use and development.

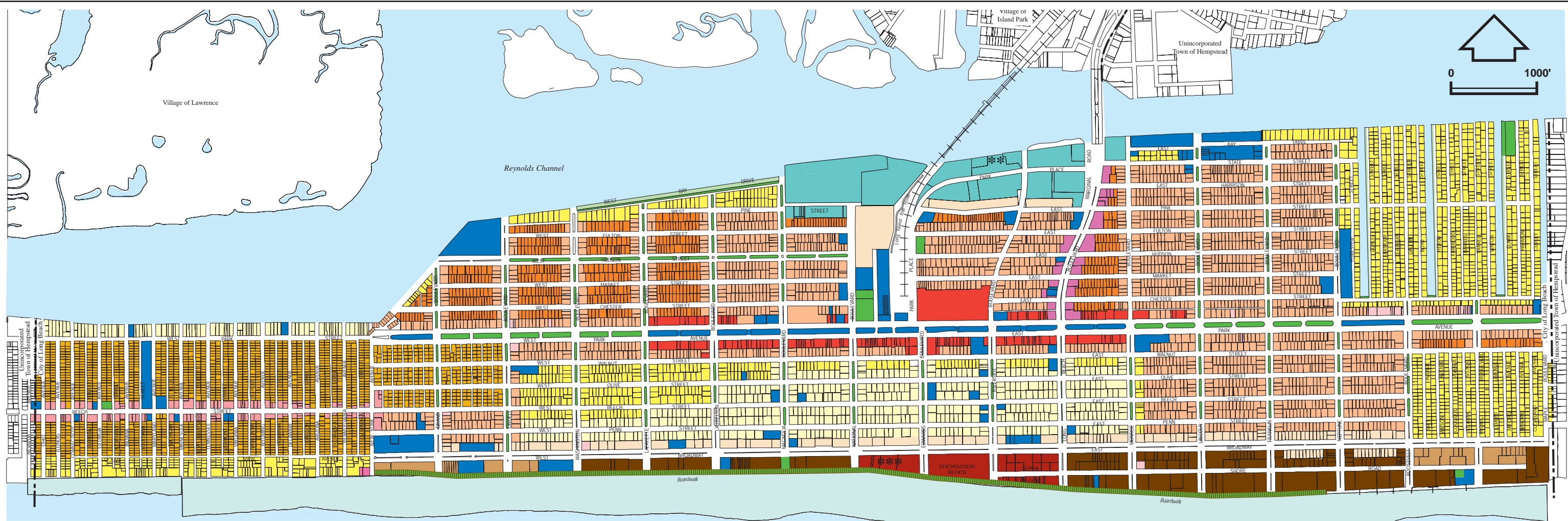
As seen below, the plan calls for eighteen general categories of land use. There are three categories of single-family residential development, two categories of two-family (or less) residential development and three categories of multi-family or less residential development. There is one category of mixed-use development, which is proposed for the Super Block, the Foundation Block and one adjacent block located between National and Edwards Boulevards on Broadway. To accommodate different types of commercial development that exist in Long Beach, five commercial land use categories have been created. The currently existing industrial uses along the Reynolds Channel bayfront are proposed as a future Planned Waterfront land use category. Parks/Public Open Space, Public-Private Open Space, and Public/Quasi-Public are the remaining categories.

Each category is discussed below in broad terms. Details are provided in subsequent sections of the Comprehensive Plan.

2. Single-Family Residential

The areas included in the **Single-Family, Low-Density** land use area are single-family residential neighborhoods. It includes existing Zone A, which comprises a large portion of the Central and the historic portion of the Westholme South neighborhoods and existing Zone G, which is located along the Reynolds Bay in the West End neighborhood. Both areas are characterized by what is considered large lot development in the context of Long Beach, with well cared for houses. Minimum zoned lot sizes range from 5,000 – 5,800 square feet, although existing lot sizes vary. Zoned dwelling units per acre range from 7 – 9.

The areas included in the **Single-Family, Medium-Density** land use area are neighborhoods characterized by slightly denser housing on smaller lots. Included in this land use category is existing Zone EE, encompassing the Presidents Street neighborhood, existing Zone FF in the Canals neighborhood, existing Zone B, located in the northwestern portion of the Westholme South neighborhood and existing Zone M, which is the area along Ocean Beach Park in the West End neighborhood. These areas are currently experiencing severe development pressure, which is being accommodated by variances to the local zoning code, most often in the form of second story and rear additions. The resulting buildings have bulk and floor area that depending on design, may be out of scale with individual lot and neighborhood context, and eliminate any minimally existing open space. Views to and breezes from the ocean and bay are often compromised. Minimum zoned lot sizes range from 4,000 to 4,500 square feet and dwelling units per acre range from 9 to 11.



Land Use Categories

	Single-Family Residential, Low Density
	Single-Family Residential, Medium Density
	Single-Family Residential, High Density
	Single- and Two-Family Residential, Medium Density
	Single- and Two-Family Residential, Medium/High Density
	Multi-Family Residential, Medium Density
	Multi-Family Residential, Medium/High Density
	Multi-Family Residential, High Density
	Mixed-Use
	Downtown Commercial
	Neighborhood Corridor Commercial
	Neighborhood Node Commercial
	Boardwalk Commercial *
	Gateway Corridor Commercial
	Public/Quasi-Public
	Parks/Public Open Space
	Public/Private Open Space
	Beach Park Public Open Space
	Waterfront Planned Development

Zone(s)

A, G
EE, FF, B, M
DD, E
C, F
D
H, J
K
L
Res Bus A
Bus A
Bus B
Bus B
Bus B
Bus C
I

Dwelling Units/Acre

7 - 9
9 - 11
21 - 24
10 - 22
14 - 29
≤ 52
≤ 44
≤ 55
10 - 55

* Overlay on future selected areas
** Formerly Industrial, Gateway Corridor Commercial Public, Quasi Public or Park/Public Open Space
*** Formerly Boardwalk Commercial

PROPOSED LAND USE

COMPREHENSIVE PLAN
City of Long Beach, New York

Proposed Land Uses

Land Use Categories	Existing Zone(s)	Dwelling units/ acre
Single-Family, Low Density	A, G	7 - 9
Single-Family, Medium Density	EE, FF, B, M	9 - 11
Single-Family, High Density	DD, E	21 - 24
Single and Two-Family, Medium Density	C, F	10 - 22
Single and Two-Family, Medium/High Density	D	14 - 29
Multi-family, Medium Density	H, J	≤ 52
Multi-family, Medium/High Density	K	≤ 44
Multi-family, High Density	L	≤ 55
Mixed-Use Waterfront	Res Bus A	10 - 55
Downtown Government Center Commercial	Bus A	
Neighborhood Corridor Commercial	Bus B	
Neighborhood Node Commercial	Bus B	
Boardwalk Commercial	Bus B	
Gateway Corridor Commercial	Bus C	
Planned Waterfront	I	
Parks/Public Open Space	-	
Public-Private Open Space	-	
Public/Quasi-Public	-	

The **Single-Family, High Density** category includes existing Zones DD and E, encompassing the major residential parts of the West End and the Walks neighborhoods, respectively. These built-up neighborhoods are also experiencing development pressure and increased zoning variances for home additions. Although these are single-family home neighborhoods, the housing stock consists largely of summer bungalows converted to year round housing and density is very high. Particularly in the West End, homes occupy a majority of their lots with limited front, side and rear setbacks and yards. In the Walks neighborhood the majority of the homes have frontage on interior walkways rather

than on exterior mapped streets. There are twelve of these walks or sidewalks (rather than streets) that run north-south through the neighborhood. In both neighborhoods, yards are often fenced off, increasing the segmentation and lack of open space. On street parking on narrow streets in both neighborhoods, but particularly in the West End contributes to the feeling of neighborhood density. The Beech Street commercial frontage in the West End is also experiencing pressure from residential development, as residential uses encroach on commercial frontage. Minimum site size ranges from 1,800 to 2,000 square feet, and dwelling units per acre range from 21 to 24.

3. Single and Two-Family Residential

The **Single and Two-Family, Medium Density** land use category is characterized by single- and two- family homes, mainly in the East End South, East End North, North Park, and western Westholme North neighborhoods. The existing zones included in this land use area are the C and F districts. These neighborhoods are varied in both appearance and demographics. Minimum lot size in all the neighborhoods is 4,000 square feet and the density of dwelling units per acre ranges from 10 to 22. A large percentage of two-family homes characterize the North Park neighborhood, consistent with a doubling of density for two-family homes on a 4,000 square foot lot.

The **Single and Two-Family, Medium/High Density** land-use category includes existing Zone D, the only zone included in this land use category. It is located behind commercial development along Long Beach Boulevard, and along the east-west Streets in the Westholme North neighborhood. Minimum lot size is 3,000 square feet and the number of dwelling units per acre ranges from 14 to 29.

4. Multi-Family Residential

The **Multi-family, Medium Density** land use category includes existing Zones H, J and K, characterized by multi-family, two-family and single-family dwellings located along the northern side of East and West Broadway or adjacent to the train station. This category includes the Pine Towne Homes. The new homes in this category are characterized by a three story attached housing type with terraces and balconies. This building type is dominant along Broadway. Lot size can range from 4,000 to 10,00 square feet and the number of dwelling units per acre can be as much as 52.

The existing Zone K district is also included in the **Multi-family, Medium/High Density** and is located along the southern side of West and East Broadway, at the eastern-most and western part of the city. Overall, it characterizes only five blocks

of the city. The dominant housing type is mixed with older less dense buildings and with newer buildings, some with reasonably good design with courtyard on-site parking. The dominant housing type is often large and rectangular, having four to five stories which block views of the ocean for neighbors and pedestrians. They are often of slab construction, featuring uninteresting uniform facades. Lot sizes range from 4,000 to 25,000 square feet and density can be up to 44 dwelling units per acre.

The highest density land-use category, **Multi-family, High Density**, includes existing Zone L, which is located along the southern side of East and West Broadway and along Shore Road. Development in this area is characterized by medium to high-rise multi-family buildings, which are often sited to block views of the ocean and prevent breezes. The four senior citizen apartment buildings operated by the Long Beach Housing Authority are located in this land use category. Sites range from 4,000 to 40,000 square feet in size. Density is up to 55 units per acre.

Three blocks located along East Broadway are zoned Residential Business A and are included in the **Mixed-Use Waterfront** category. No development currently exists on two of these blocks, the Superblock and Foundation Block. Approved plans for the Superblock include two high-rise residential towers with some hotel rooms. The block bounded by National Boulevard, Edwards Boulevard, Broadway and the boardwalk has a large vacant parcel available for redevelopment.

5. Commercial Development

The **Downtown Government Commercial** Center encompasses the governmental, transportation and commercial land uses located along West and East Park Avenue in the city's traditional downtown. The area is anchored on the north by City Hall and Kennedy Plaza and the historic Long Island railroad train station, bus depot and adjacent municipal garage. The traditional downtown commercial

center surrounds the anchor uses with “Main Street” building types from one to three stories in height, with office above ground floor retail. There is no housing above stores. The Waldbaum’s shopping center east of the train station is not in keeping with the traditional downtown scale of the rest of the is land use category. All commercial uses are characterized by their adjacency to residential uses. This permits residents to walk to shops, City Hall and the train, but create interface issues between residential and commercial uses. This area represents a strong, vibrant retail core.

The **Neighborhood Corridor Commercial** land use category exists along Beech Street in the City’s West End. It is characterized by its lack of available parking but proximity and ease of pedestrian access for residents of the West End neighborhood. Commercial development in this area is local in nature with the exception of restaurants and bars, which have a regional draw. There is a recognized need for greater diversity of uses. Issues stemming from land uses are noise and garbage from the commercial area spilling over to adjacent residential streets.

The **Neighborhood Node Commercial** land use category relates to relatively few sites located within residential neighborhoods, such as the Canals. These are typically small strips of local businesses which serve the adjacent community and are accessible by pedestrians, although their location on Park Street makes them auto related draws. This land use category should largely be limited to its existing land area so a creeping commercial expansion does not impact local neighborhoods or have a negative impact on the economic vitality of downtown.

The **Boardwalk Commercial** land use category has limited existing uses, but has some potential for expansion. Because some vacant land is located immediately adjacent to the boardwalk there is the potential to increase commercial development in this area. Services for the many seasonal visitors to the beach could be provided serving to enliven the boardwalk and expand its usage.

The **Gateway Corridor Commercial** land use category is located along the main vehicle entry point into Long Beach, via Long Beach Boulevard. Commercial development in this category is generally low-scale and set back from the road. Uses along this corridor are automotive or auto-oriented including automotive repair and supply shops, gas stations, convenience stores, banks with drive-up windows and tellers and fast food restaurants as well as the City of Long Beach Department of Public Works building. As a major city gateway, this area presents an opportunity to better represent the community and upgrade its character and image. Façade and streetscape treatments, signage, landscaping and more diverse uses would enhance this area.

There are a few existing **Industrial** uses in Long Beach located adjacent to Reynolds Channel. These uses however are proposed to be largely replaced with Planned Waterfront uses. With the exception of some utility uses that will remain, such as all or part of the City’s Sewage Treatment Plant, the Water Department and LIPA uses, this area is designated as a Planned Waterfront area which will better serve the community and increase access to the bay.

6. Public Space

There are significant examples of the **Parks/ Public Open Space** land use category, in the City of Long Beach, most notably, its boardwalk and Ocean Beach Park. The Esplanade along Reynolds Channel provides a bayfront alternative to the ocean boardwalk. Other green space is located along west-east and north-south streets in the form of green street malls of varying width and length. Additionally, there are a number of parks and playgrounds scattered throughout the city’s residential neighborhoods providing local and passive recreation. The largest, Veteran’s Memorial Park, features a playground, boat launch, playing fields, skate park and esplanade. The City’s recreation center and ice rink are adjacent to the park. Some of these facilities, such as the Clark Street Park, require rehabilitation. Other

open space areas, such as the street malls, are under utilized and need benches or other street furniture, to increase their usability. These spaces could be better utilized for passive recreation or as venues for the exhibit of art. There is also a stated need for a centralized dog run and a public marina.

Public-Private Open Space includes open space located along the eastern side of the canals along Doyle Street, Huron Street and Clark Street, the waterside strip of land along Reynolds Channel, and a waterside strip adjacent to the tennis bubble. The land located in the Canals neighborhood is approximately 25-foot wide, owned by the city and leased to the owners of the housing units located adjacent to the land. The City does not regularly collect fees for this land and residents utilize land in ways that may not be appropriate, including docking of boats and running electric and water lines from across the street, among others. The tennis courts and the Ice Arena are both public facilities owned by the City that are leased to private operators who make the facilities available to the public on a fee per use basis. Some facilities, such as the ice arena are highly booked and offer only limited general public access. Recommendations include increased access to both these facilities.

The **Public/Quasi-Public** land use category includes schools, places of worship, government buildings, hospitals, nursing homes and public facilities. These facilities are located throughout the city. Included in this category is the Long Beach Medical Center, which is the largest employer in the city. The hospital has a new master plan outlining its development plans for its East End North neighborhood.

The **Planned Waterfront** land use category is located along Reynolds Channel, on either side of the Long Island Rail Road, and includes the entire current Industrial zone. Plans for this area are conceptual and include a mixed-use waterfront community that opens the bayfront from Riverside Boulevard and Park Place, providing a new Martin Luther King Community Center, increased green and park space, commercial development, medium-

density residential development, and water dependent uses such as a marina and waterfront esplanade.

B. Plan Proposals

In addition to the Land Use Plan described above, Plan Proposals that focus on planning policies and issues identified for particular geographic areas within the city that are critical components of the Comprehensive Plan. These functional plan proposals are outlined below.

1. LAND USE PLAN PROPOSALS

Waterfront Proposals

a) Ocean Beach Park

Ocean Beach Park is the ±170 acre centralizing natural resource of the City of Long Beach that most defines its character and quality of life.



Ocean Beach Park most defines the City's character.

- Preserve the characteristics of Ocean Beach Park, including its depth, usable area and visual image.
- Continue routine maintenance and cleaning of the beach.
- Evaluate beach user fees on an annual basis.
- Address encroachment of private property onto the beach in neighborhoods that do not have access to the boardwalk, including the West End and East End.
- Examine seasonal entryways and create enhanced design for public entry points and ticket/pay stations.

- Undertake City initiatives to repair jetties and mitigate storm damage.

b) Boardwalk

The 2.25-mile wooden boardwalk defines the character of Ocean Beach Park and provides access to the beach, recreation and limited commercial services.



Boardwalk commercial uses need design guidelines.

- Replace existing wooden boardwalk with a durable material that requires less maintenance and repair than the current material, including engineering solutions required to sustain the integrity of the boardwalk. Consider private sponsorship to raise funds for boardwalk replacement.
- Continue routine maintenance of the boardwalk.
- Consider beautification of the boardwalk, including plantings, decorative light poles, and public art, with opportunity for citizen and corporate sponsorships.
- Identify appropriate new boardwalk uses such as retail and restaurants and limited locations for such amenities.
- Develop design guidelines for commercial uses on the boardwalk, including off-season lock-up treatment.
- Strengthen existing commercial uses on the boardwalk through appropriate beautification and signage efforts.
- Create a signage program to direct people to key beach entry points, boardwalk commercial uses, public facilities and handicapped accessible ramps.
- Develop additional programming for the boardwalk during the non-peak months such as art festivals, public art displays, craft fairs, community festivals and seasonal displays.
- Upgrade public comfort stations on the beach.

c) Reynolds Channel Bayfront

Long Beach Bridge to Monroe Boulevard

- Create public access area on bayfront from the northern terminus of Monroe Boulevard to Long Beach Bridge as follows:



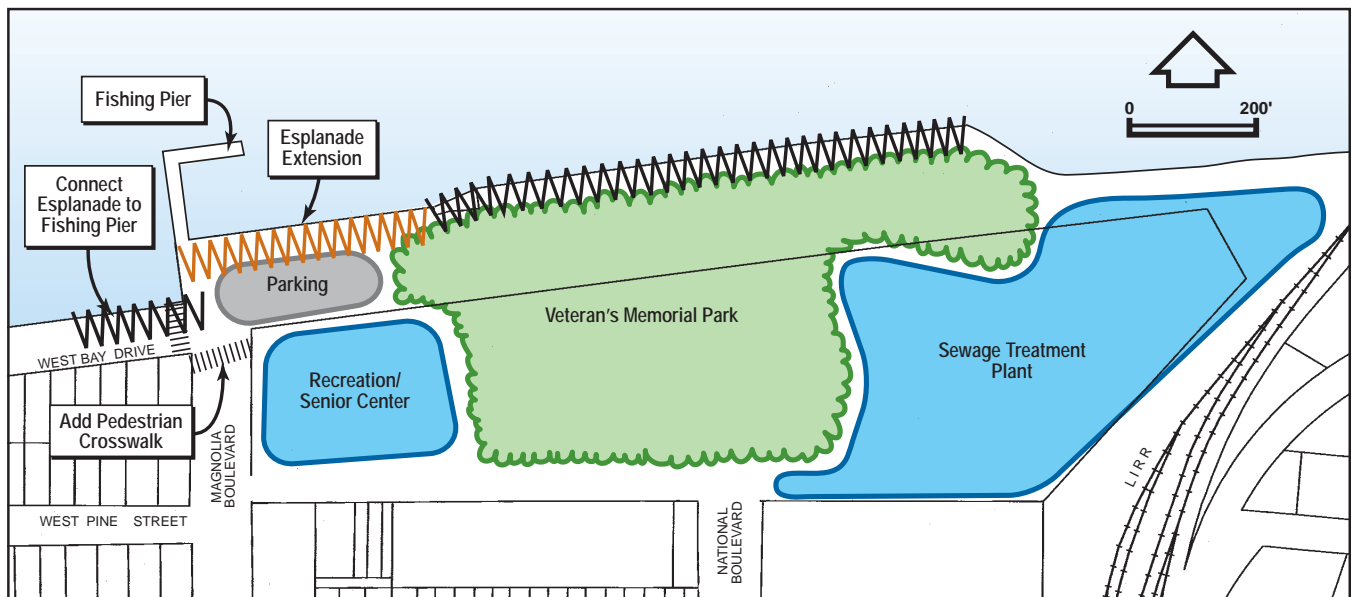
The walkway at Monroe Boulevard terminus needs improvement and extension.

- § Repair bulkhead from eastern edge of Monroe Boulevard to Long Beach Bridge.
- § Improve and extend existing waterfront walkway for strolling, biking, and fishing.
- § Add decorative pavement, railing, benches and lighting along the bayfront to create an esplanade extending from eastern edge of Monroe Boulevard to Long Beach Bridge.
- § Add landscaping elements.
- § Permit fishing.
- § Create small boat launch area for kayaks and canoes if currents and space permit.
- § Add gate between the western edge of Monroe Boulevard and the front of the tennis facility.

- Extend esplanade under Long Beach Bridge to new waterfront park and redevelopment area.
- Improve hospital waterfront greenway with walking path for length of hospital parking lot and extend to esplanade at Monroe Boulevard terminus. Determine whether some parking spaces in this lot could be used for public parking for access to the waterfront.
- Remove fitness trail and provide other active use in Veteran's Memorial Park.
- Reutilize underutilized kiosk building for seasonal concession or other use.
- Refurbish skate park and possibly relocate within Veteran's Memorial Park.
- Construct bayfront pedestrian connection/esplanade between the fishing pier and the esplanade in Veteran's Memorial Park, including boardwalk, lighting, and benches.
- Provide pedestrian connection between Reynolds Channel Esplanade along West Bay Drive and the fishing pier at the northern terminus of Magnolia Boulevard.

LIRR West to Magnolia Boulevard

- Maintain sewage treatment plant while determining feasibility of future six acre reuse if sewage is sent to Bay Park sewage treatment plant.



POTENTIAL WATERFRONT DEVELOPMENT WEST OF LIRR

LIRR West to Magnolia Boulevard

- Maintain sewage treatment plant while determining feasibility of future six-acre reuse if sewage is sent to Bay Park sewage treatment plant.
- Dismantle fitness trail and provide other active use in Veteran's Memorial Park.
- Reutilize underutilized kiosk building for seasonal concession or other use.
- Refurbish skate park and possibly relocate within Veteran's Memorial Park.
- Construct bayfront pedestrian connection/esplanade between the fishing pier and the esplanade in Veteran's Memorial Park, including boardwalk, lighting and benches.
- Provide pedestrian connection between Reynolds Channel Esplanade along West Bay Drive and the fishing pier at the northern terminus of Magnolia Boulevard.
- Provide pedestrian crosswalks between the Reynolds Channel Esplanade along West Bay Drive and the Recreation Center to improve pedestrian safety.

- Provide pedestrian crosswalks between the Reynolds Channel Esplanade along West Bay Drive and the Recreation Center to improve pedestrian safety.

Laurelton Boulevard to Washington Boulevard

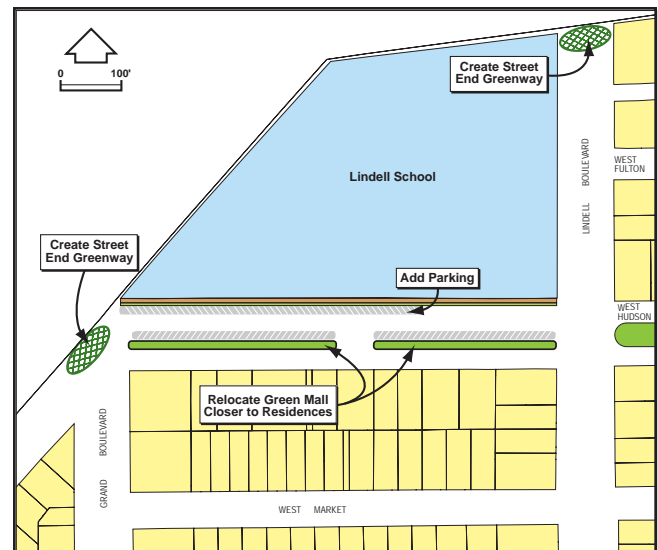
- Install piers in the bay at the public street ends at Laurelton, Lafayette and/or Washington Boulevards, just beyond Reynolds Channel Esplanade, for public boat docking.
- Consider leasing piers to private operator.

Lindell Boulevard Northern Terminus

- Create public access area at northern terminus of Lindell Boulevard, next to Lindell Elementary School, as follows:
 - § Construct esplanade including: benches, railing, landscaping, decorative paving, lighting, game tables for children, and bollards to separate parking from pedestrian area.

West Hudson Street Between Lindell Boulevard and Grand Boulevard

- Create public access area at western terminus of West Hudson Street and improve West Hudson Street between Lindell and Grand Boulevards, as follows:
 - § Construct esplanade including: benches, railing, landscaping, decorative paving or boardwalk, lighting, and bollards or low railing to separate traffic from pedestrian area.
 - § Shift street malls on West Hudson Street between Lindell and Grand Boulevards to the south to allow additional public diagonal parking at the southern edge of the school's ballfields and to separate Lindell Elementary School parking from adjacent residential uses.
 - § Plant street trees in the sidewalk on the southern edge of the ballfields.



LINDELL BOULEVARD NORTHERN TERMINUS/ WEST HUDSON STREET BETWEEN LINDELL BOULEVARD AND GRAND BOULEVARD

Lindell Boulevard Northern Terminus

Create public access area at northern terminus of Lindell Boulevard, next to Lindell Elementary School, as follows:

- Construct esplanade including: benches, railing, landscaping, decorative paving, lighting, game tables for children, and bollards to separate parking from pedestrian area.

West Hudson Street Between Lindell Boulevard and Grand Boulevard

Create public access area at western terminus of West Hudson Street and improve West Hudson Street between Lindell and Grand Boulevards, as follows:

- Construct esplanade including: benches, railing, landscaping, decorative paving or boardwalk, lighting, and bollards or low railing to separate traffic from pedestrian area.
- Shift street malls on West Hudson Street between Lindell and Grand Boulevards to the south to allow additional public diagonal parking at the southern edge of the school's ballfields and to separate Lindell Elementary School parking from adjacent residential uses.
- Plant street trees in the sidewalk on the southern edge of the ballfields.
- Screen utilities at southwestern edge of ballfields with trees and landscaping.

§ Screen utilities at southwestern edge of ballfields with trees and landscaping.

d) Waterfront Access

Community public access to the beach and bay waterfronts should be maximized for water dependent and water enhanced uses.

Ocean Beach Park

- Maintain and upgrade existing access to Ocean Beach Park.
- Design and develop additional handicapped ramps to the boardwalk.
- Consider the need for additional equipment to ensure handicapped access to the beach.
- Beautify entrances to the beach along Broadway and Shore Road with landscaping, signage, lighting, and decorative trash receptacles. Work with private property owners to beautify and maintain side yards and corners adjacent to beach entrances.
- Consider beautification of ticket taker booths.
- Improve routine maintenance of the walkways to the beach in the East and West Ends, which are often difficult to negotiate. Enforce regulations regarding access to the beach over the dunes in the East and West Ends.
- Beautify entrances to the beach in the West End and East End with low, native plantings that do not interfere with views of the beach. Utilize the lowest and most transparent fence necessary to hold sand and direct pedestrian flow while maintaining view corridors.

Reynolds Channel Bayfront

- Maintain existing public access points, including Veteran's Memorial Park, fishing pier on Magnolia Boulevard and esplanade on West Bay Drive.
- Support and encourage public or quasi-public uses that supply waterfront access, such as esplanades, fishing piers, boat launches, marinas, open space and restaurants.



Veteran's Memorial Park provides public access to the bayfront.

- Provide public access to the bayfront as part of Clark Street Park redesign, including an esplanade and small boat launch for kayaks and canoes if feasible.
- Utilize bay street ends in the Canals including at Clark Street Park, to create opportunities for water access for kayaks and canoes.
- Provide public access to the bayfront as part of bayfront redevelopment, particularly near the incinerator site.
- Utilize public street ends at Reynolds Channel to provide access to quasi-public docks or boat launches.
- Enhance public use of northernwest Monroe Boulevard and its westerly extension around the tennis and paddleball courts at the bay.
- Provide bicycle racks at public access points to encourage bicycle use to the waterfront.

e) Public Land Side Rights-of-Way in the Canals

Examine leasing agreements between City and users of public land side rights-of-way including part of Water Street, Doyle Street, Heron Street and Clark Street to determine the extent of use, to define permitted uses and to establish reasonable fees.

- Modify fees where necessary, enforce collection of fees and limitations on use to maintain distinction between public and private areas.

- Define permitted uses and improvements.
- Identify areas of pre-existing private encroachment on public rights-of-way and establish removal schedules or lease or purchase agreements for use of City property.

f) Canal Waterway Regulations

Examine regulations governing use of canal waterways and enforce compliance by private users to maintain public availability of waterways.

- Earmark funding sources to be available through future LWRP implementation to fund enforcement initiatives.

g) Local Waterfront Revitalization Program

- Undertake, prepare and adopt a Local Waterfront Revitalization Program as a complimentary policy statement to the Comprehensive Plan to increase public awareness, utilization and protection of the City's waterfront resources and amenities.

Land Side Proposals

h) City Land Use Regulations

Review and update all existing City land use regulations.

- Review and update City subdivision regulations.
- Revise City Zoning Ordinance.
- Consider enacting a Site Plan Review Law and process to be administered by the City Council or a newly created Planning Board.

i) All Public Land and Waterways

Protect and regulate the land and waterside public realms.

- Establish meaningful fines for encroachments on City property or waterways and/or establish a purchase program where appropriate.

- Establish an amnesty program for offending property owners who voluntarily vacate city property or waterways, waive fines and establish arrangements for lease or sale of City owned land, and permanent clearance of waterways.
- Educate against future encroachments; monitor through code enforcement, fines and removal of encroaching uses.

2. VISUAL CHARACTER PLAN PROPOSALS

a) Streetscape and Façade Design

The city's three major commercial corridors along Park Avenue, Long Beach Boulevard, and West Beech Street, serve as visual gateways to the city and other immediate neighborhoods, and should be enhanced with streetscape and façade design programs that reflect the character of each corridor or node. Standards developed in the program would promote a cohesive, aesthetically pleasing commercial environment that promotes economic development and neighborhood stabilization. CDBG funds could be utilized for these activities and an internal or external system implementing such a program needs to be developed.

Long Beach Boulevard

- Establish design guidelines for streetscape, facades, signage, landscaping, and fencing and undertake façade improvement program.



Provide landscaping and trees along Long Beach Boulevard. Emphasize and maintain pedestrian crosswalk.



Enhance bus stops with enclosed seating areas.

- Identify design elements and decorative signage to emphasize Long Beach Boulevard as a major entryway to the city.
- Enhance the pedestrian experience on Long Beach Boulevard through attractive and functional design treatment as well as traffic engineering.
- Promote alternative transportation modes through the placement of bicycle facilities, such as bicycle racks, and by enhancing bus stops.
- Develop guidelines for rear and side yard treatment that promote positive interface with residential uses.
- Reduce size of curb cuts on Long Beach Boulevard in conjunction with new or rehabilitated development where traffic safety allows.
- Clearly define areas of permitted on-street parking.
- Work with Nassau County to beautify the center travel medians with brick paving coordinated with upgraded lighting systems provided by the City that increases lighting intensity.
- For new development, require adequate on-site parking with adequate parking stall and lane sizes to eliminate parking on sidewalks.
- Explore with Nassau County the rationale for a split median between East Market Street and East Hudson Street.

- Encourage cross access between adjacent commercial uses where feasible.
- Work with Nassau County to enhance landscaping and design treatment of the East Park Avenue and Long Beach Boulevard mall to create a fully enhanced entryway into the city.

Downtown

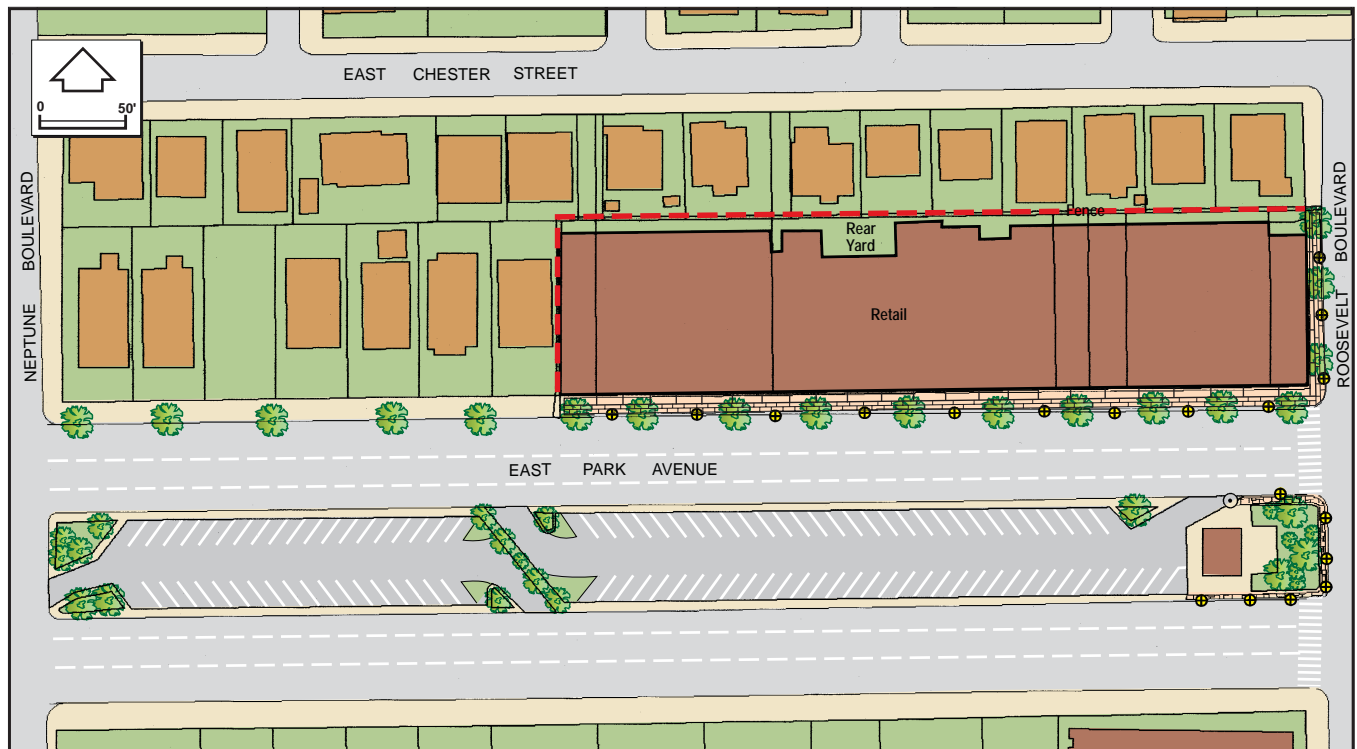
- Establish a design guideline program for streetscape, facades, and landscaping. Design guidelines should compliment existing downtown streetscape and parking mall improvements and emphasize Park Avenue as the City Center.
- Maintain and enhance existing streetscape features, including planters, benches and light fixtures.
- Establish signage guidelines.

West End

- Establish design guideline program for streetscape, facades and landscaping.
- Design treatment for sidewalks should take into consideration narrow and sloping sidewalks and heavy seasonal pedestrian volumes.
- Establish design guidelines for commercial signage.

Park Avenue Neighborhood Commercial Nodes

- Rear Façade Treatment
 - § Install six-foot opaque fence at residential property line.
 - § Maintain clear, clean rear yards.
 - § Provide painted, finished rear facades.
- Side Façade Treatment
 - § Require articulated, finished, and painted sides for new or renovated buildings.



PARK AVENUE NEIGHBORHOOD COMMERCIAL NODES

- **Rear Facade Treatment:**
 - Install six-foot opaque fence at residential property line
 - Enforce clear, clean rear yards
 - Encourage painted, finished rear facades
- **Side Facade Treatment:**
 - Require articulated, finished, and painted sides for new or renovated buildings
 - Install six-foot opaque fence at residential property line
- **Front Facade Treatment:**
 - Install awnings, signage and well-designed fascia treatment
- **Streetscape Improvements:**
 - Create design program and install decorative sidewalks, street trees, pedestrian-scale light fixtures, trash receptacles and other street furniture
- **Parking Mall Treatment - Work with Nassau County on Park Avenue to:**
 - Clearly define parking ingress and egress with coordinated signage
 - Regularly paint and maintain existing cross walk, and direct pedestrians to crosswalk location
 - Enhance parking mall landscape treatment

§ Install six-foot opaque fence at residential property line.

- Front Façade Treatment

§ Install awnings, signage and well-designed fascia treatment.

- Streetscape Improvements

§ Create design program and install decorative sidewalks, street trees, pedestrian scale light

fixtures, trash receptacles and other street furniture.

- Parking Mall Treatment – Work with Nassau County on East Park Avenue to:

§ Clearly define parking ingress and egress with coordinated signage.

§ Regularly paint and maintain existing crosswalk, and direct pedestrians to crosswalk location.



Facade improvements could upgrade East End neighborhood commercial uses.

§ Enhance parking mall landscape treatment.

b) View Corridors

The city's grid system provides a framework for establishing and maintaining view corridors to the ocean and the bayfront. Existing view corridors should be maintained and opportunities for mid-block views to the water should be created to support neighborhood character and to maximize light and ocean and bay breezes throughout the community.

North/South Beach and Ocean and Bay View Corridors

Views to the beach and ocean to the south and the bay to the north, where feasible, should be maintained as unobstructed corridors for the purposes of promoting important community views and permitting ocean and bay breezeways. Mechanisms to maintain these views and breezeways should be incorporated into zoning regulations and design guidelines.

Apply these recommendations to future developments such that views are preserved or opened up at the following locations throughout the city:

- Views of the beach and ocean or bay at the termini of all public north/south Boulevards that terminate at the water's edge.
- Views to the bay north of East Bay Drive at Franklin and Neptune Boulevards, through private property.

- Views to the beach and ocean in the following locations in the West End

§ South side of Ocean View Avenue at the public southern street ends and beach entrances on New York, Pennsylvania, Arizona, Delaware, Wyoming, Virginia, Tennessee, Minnesota, Maryland, Indiana, and Georgia Avenues, and New Hampshire Street.

§ South side of West Beech Street at the southern public street ends and beach entrances on Connecticut, Illinois, Ohio and Nevada Avenues.

§ South side of Ocean View Avenue at the private southern street ends on Vermont, Michigan, Louisiana, Kentucky and Florida Streets.



Street end view corridors should be maintained.

- Views to the bay through private property from West Park Street at all West End Streets and Nevada, Illinois and Indiana Avenues which terminate at West Park Street.
- Views to the bay in the West End at the northern public street ends of all Avenues except Nevada, Illinois and Indiana Avenues.
- Views to the bay in the Canals neighborhood at the northern public street ends of Doyle, Armour, Barnes, Farrell, and Harmon Streets.
- Views of the bay in the Canals neighborhood from the northern termini, through private property, of Kerrigan, Dalton, Boyd, Heron, Kirkwood, Vinton and Curley Streets.

- Views of the bay in the Canals neighborhood at the northern terminus of Clark Street, through Clark Street Park.
- Views of the canals from Pine Street through the public green street ends located at the southern termini of the canals.

Mid-Block Views to the Beach and Ocean from Broadway and Shore Road

- Views to the boardwalk, beach and ocean should be maintained through private development for the purposes of promoting important community views and encouraging ocean breezeways. Incorporate mechanisms into zoning regulations and design guidelines to maintain views and breezeways such as minimum distance between buildings.
- Apply recommendations to all currently undeveloped sites and sites that undergo future redevelopment at the southern side of Broadway from New York Avenue to Riverside Boulevard and Shore Road from Riverside Boulevard to its eastern terminus.
- Where feasible, redevelop parcels on the southern sides of Broadway and Shore Road in a manner that allows a view and breeze corridor through the development such as in the approved design for the Superblock.

c) Tree Planting Program

Improve the overall visual character of residential and commercial neighborhoods through the preservation of existing street trees and the coordinated planting of new street trees.

- Undertake a citywide tree planting program in both residential and commercial neighborhoods and become part of Tree City USA program.
- Create guidelines regarding permitted tree species, location on sidewalk, size and type of tree pit, and soil mix for tree pit.
- To ensure longevity, use tree species that are native and proven to withstand the local oceanfront climate.



Street trees enhance visual character.

- Utilize tree species acceptable to LIPA and Cablevision that will not interfere with overhead utility lines.
- Utilize tree species that can be pruned in a manner that does not block commercial storefront signage.
- Require new multi-family residential developments and commercial developments to plant street trees in front of their properties according to City guidelines.
- Secure and utilize funding for a street tree planting program in established residential and commercial neighborhoods.
- Coordinate street tree guidelines for commercial areas with streetscape, façade, and landscaping design regulations.

d) Overhead Utilities

Utility wires are located overhead in most parts of the city, though not in the downtown area. There is growing concern in the community regarding the aesthetics and safety of overhead utilities.

- Consider removal of overhead utilities where physically and economically feasible.
- Should utilities be buried, coordinate with roadway and other utility improvements through the City's Roadway Evaluation Program.

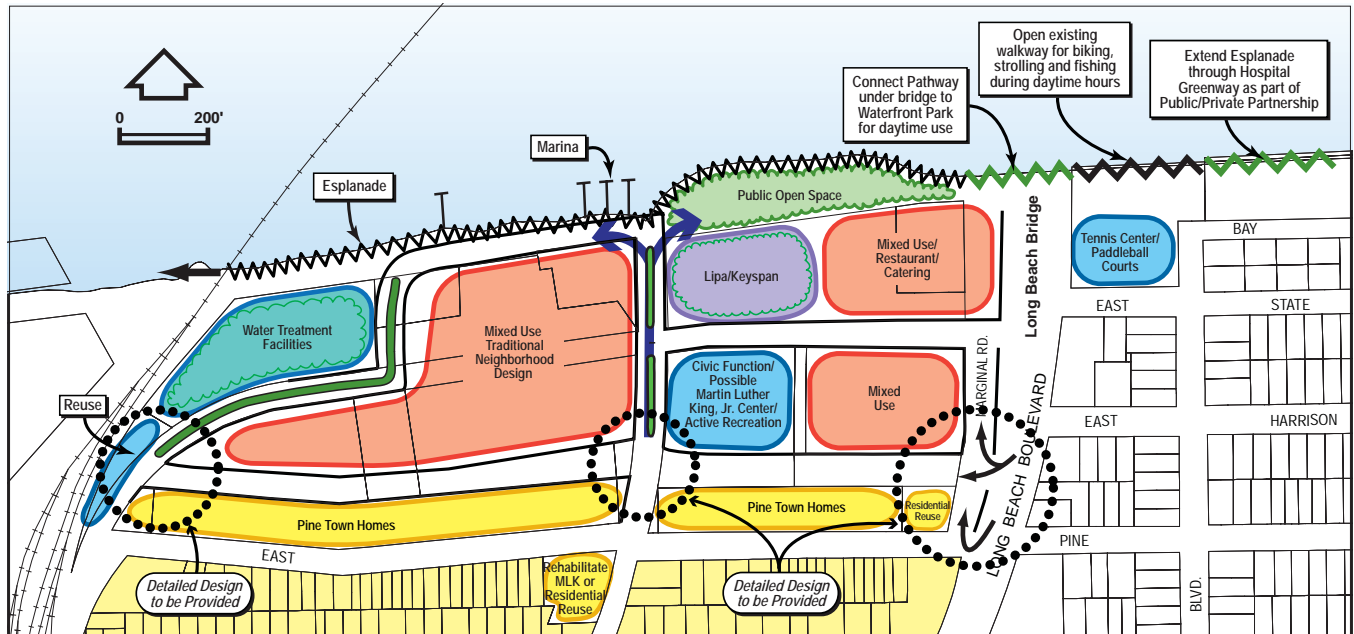
3. ECONOMIC DEVELOPMENT PLAN PROPOSALS

a) Reynolds Channel Bayfront Redevelopment

LIRR East to Long Beach Bridge

- Designate a Reynolds Channel Urban Renewal Area and Create an Urban Renewal Plan to facilitate redevelopment.

- Establish detailed mixed use waterfront redevelopment plan.
- Rezone to Waterfront Mixed Use.
- Pursue environmental clean-up of incinerator site through implementation of Brownfields Opportunity Areas Program Grant (BOA).



POTENTIAL WATERFRONT DEVELOPMENT EAST OF LIRR

Reynolds Channel Bayfront LIRR East to Long Beach Bridge

- Designate a Reynolds Channel Urban Renewal Area and create an Urban Renewal Plan to facilitate redevelopment.
- Establish detailed mixed use waterfront redevelopment plan.
- Rezone to Waterfront Mixed Use.
- Pursue environmental clean-up of incinerator site through implementation of Brownfields Opportunity Areas Program Grant (BOA).
- Maintain and consolidate existing LIPA/Keyspan and City water treatment facilities that cannot be relocated; relocate other facilities within or outside city.
- Make approximately 14.5 acres of waterfront land available for redevelopment.
- Create a new street system that re-establishes Riverside Boulevard as the main entryway to the bayfront, with secondary access from Long Beach Bridge and Park Place. De-map streets as necessary.
- Create a municipal and/or private marina.
- Provide a continuous waterfront esplanade.
- Utilize Town of North Hempstead land as a waterfront park.
- Relocate and reconstruct the Martin Luther King Center with adjacent active recreation close to residential neighborhood.
- Incorporate traditional neighborhood design concepts and encourage lofts, apartments and offices above stores.
- Establish a major landside civic function such as a bandshell, museum or amphitheater.
- Potential incorporation of Pine Town Homes as part of waterfront redevelopment.

- Maintain and consolidate existing LIPA/Keyspan and City water treatment facilities that cannot be relocated; relocate other facilities within or outside city.
- Make approximately 14.5 acres of waterfront land available for redevelopment.
- Create a new street system that re-establishes Riverside Boulevard as the main entryway to the bayfront, with secondary access from Long Beach Bridge and Park Place. De-map streets as necessary.
- Create a municipal and/or private marina. As part of LWRP, identify optimum boat heights and potential hours for raising the Long Beach Bridge for boat access.
- Provide a continuous waterfront esplanade.
- Utilize Town of Hempstead land as a waterfront park.
- Potentially relocate and reconstruct the Martin Luther King Center with adjacent active recreation close to residential neighborhood.
- Incorporate traditional neighborhood design concepts and encourage lofts, apartments and offices above stores.
- Establish a major land side civic function such as a bandshell, museum or amphitheater.
- Consider potential incorporation of Pine Town Homes as part of waterfront redevelopment.
- Provide adequate funding to maintain, renovate and repair City Hall and Kennedy Plaza as the cornerstone of the Downtown Government/Transportation Center.
- Establish pricing and time policies that contribute to full utilization of the new transit center garage providing a much needed downtown parking resource for commuters, employees, shoppers and beachgoers in the downtown.
- Encourage the Chamber of Commerce to hire a manager to provide a coordinated marketing approach and pursue varied new retail uses in downtown.

c) Waldbaum's Shopping Center

- Consider urban design alternatives for the Waldbaum's shopping center that integrates the center into downtown streetscape.
 - § Replace recessed strip stores with streetwall commercial uses with plaza connection to rear parking to extend the downtown fabric, reduce vacancies, enhance real estate and sales tax, and diversify uses.
 - § Install six-foot opaque fence along rear residential property line and at parking lot line with a landscape buffer.
- Use underlying land ownership by the City as leverage to accomplish Waldbaum's redevelopment goals.

d) Long Beach Medical Center

- Support the long range plans of the Medical Center through establishment of a Hospital Zone, thereby improving citizen health and care resources and expanding health care job opportunities.

e) Long Beach Boulevard

- Establish urban design, façade and streetscape improvements and potential zoning changes that strengthen and enhance the image and

b) Downtown Government Center

Promote and enhance the downtown as the economic core of the city.

- Strengthen the Downtown Government Center as an anchor of the city's downtown.
- Identify more active utilization of Kennedy Plaza such as for noon-time concerts, seasonal farmers markets, and arts and crafts fair events, to increase patronage of downtown.
- Explore off-hour and weekend utilization of City Hall parking lot.



economic base of Long Beach Boulevard as a major commercial gateway and corridor of the city.

f) West End

- Encourage the Chamber of Commerce to hire a manager to provide a coordinated marketing approach and pursue varied new retail uses in the West End.

g) All Commercial Areas

- For Long Beach Boulevard, the West End, Downtown and local Park Avenue commercial areas coordinate marketing strategies to distinguish area needs and character.

- Provide streetscape and facade improvement programs that enhance the special character of each of the city's commercial centers, improving and defining their distinct image within the overall urban context.
- Provide additional parking in all commercial areas to consist of new spaces, improved timing and seasonal alternatives to increase auto access.
- Provide and expand non-auto oriented alternative transportation modes including shoppers, hospital/healthcare trolleys, shuttle buses from the downtown garage, enhanced bike lanes and bike racks and safer pedestrian crossings.

- Develop specialized niche retail related to beach and water uses such as year round surf, fishing and bathing suit shops that have regional reputations and become regional destinations and draws.

h) Interface Between Commercial and Residential Uses

Improve the rear interface between commercial and residential uses.

- For commercial uses with no alleyway: require enclosed garbage areas or overnight containment in stores.



Commercial rear yard enclosure protects adjacent residences.

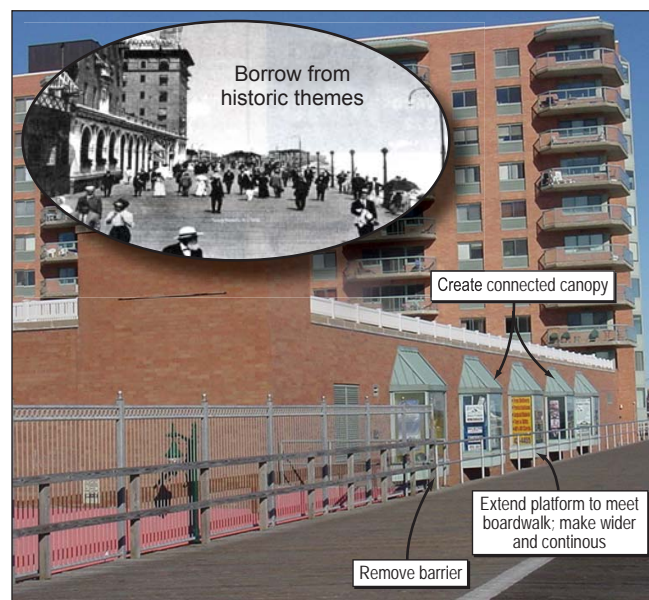
- For commercial uses with alleyways on East Park Avenue from Riverside Boulevard to Monroe Boulevard require: full rear façade treatment of buildings; clearance of alleys; 6-8 foot high fences with access gates closed when not in use; and overnight garbage pick-up in front of stores.
- For all commercial uses:
 - § Require daily garbage pickup.
 - § Establish homeowner/citizen complaint hotline in code enforcement office.
 - § Establish special code enforcement standards coordinated with Nassau County Health Department.
 - § Establish “Clean Sweep Campaigns” every spring to clean up rear of stores.

§ Require 6-8 foot high stockade fence provided by commercial use with front side facing residential, and fencing maintenance and replacement.

§ Require full rear façade treatment of buildings.

i) Boardwalk

- Identify opportunities for limited additional commercial and mixed uses along the boardwalk.



j) Visual

- For local commercial uses along East Park Avenue, create a commercial streetscape/parking design module that integrates the parking mall with streetscape design and pedestrian safety measures for local commercial uses. Develop and integrate front and rear façade design improvements.

k) Employment and Job Creation

- Help minority businesses access county programs, including those offered through the Community Development Bank, operated by the Community Development Corporation of Long Island, and through assistance provided by Hofstra University’s Business Development

Center, and the Long Island Development Center.

- Make the Minority Business Enterprise (MBE) community aware of contracting opportunities and encourage the use of MBE's as subcontractors by prime contractors on development projects
- Lower bonding requirements to permit participation by a broader range of firms.

4. INFRASTRUCTURE PLAN PROPOSALS

a) Roadways and Sidewalks

The city's aging roadway system is comprised of almost 55 miles of roadway and adjacent sidewalks. As these roadways and sidewalks continue to exceed their original projected life expectancy, a coordinated approach needs to be taken by the City to repair and reconstruct them in a cost effective and comprehensive manner. The City's Department of Public Works developed a *Roadway Evaluation Program* in December 2005 that identifies and prioritizes roadways in need of reconstruction or repair. This program also identifies failing sidewalks, water lines, sewer lines and other infrastructure to establish reconstruction priorities and to coordinate the reconstruction of roadways with other infrastructure reconstruction, replacement or repair.

Narrow sidewalks, such as those located in the Presidents Streets and the West End neighborhoods, need specialized design and engineering treatments to enhance pedestrian safety and visual character.

Roadways

- Utilize the Department of Public Work's *City of Long Beach Roadway Evaluation Program (December 2005)* as a guide to improve the City's roadways.
- Reassess roadway conditions annually and update the *Roadway Evaluation Program* accordingly.

- Continue to coordinate roadway reconstruction with other improvements, including the reconstruction of water and sewer lines, sidewalks, curbs, concrete gutters, landscaping, and street light systems.

All Sidewalks

- Implement sidewalk repair in conjunction with roadway improvements as recommended in the *Roadway Evaluation Program*.
- Identify and assess sidewalk rehabilitation needs where adjacent roadways are not planned for reconstruction.
- Reassess sidewalk conditions annually as part of the Roadway Evaluation Program.
- In commercial areas, implement special commercial streetscape improvements as recommended in the Visual Character Planning Proposals section.

Narrow Sidewalks in Commercial Areas

- Design a streetscape and landscaping program whose elements do not impede pedestrian rights-of-way. Designs may include elevated treatments such as banners attached to utility poles, and pedestrian-scaled lights with or without hanging flower baskets. Treatments may also include decorative paving, decorative trash receptacles and planters located adjacent to utility poles. Narrow sidewalk provisions should be coordinated with streetscape and façade design programs as recommended in the Visual Character Planning Proposals section.

Narrow Sidewalks in Residential Areas

- Eliminate sidewalk obstacles where feasible, including overhead utilities, improperly placed garbage bags or poorly timed garbage collection, or private encroachment onto public sidewalks.
- Identify sidewalk areas, if any, which can be widened without impeding the flow of traffic or reducing the number of existing on-street parking spaces.

b) Water Treatment and Storage Facilities

The City's only water source is the Lloyd Aquifer, the deepest of three aquifers in Long Island. Capacity is not an issue, but water quality, while currently good, could be compromised with salt intrusion if the aquifer is tapped too much. The City and Nassau County currently monitor the aquifer for water quality, including early signs of additional salt content. Water from the Lloyd Aquifer is pumped through wells and then processed at the City's water treatment facility on the bayfront before being stored in the City's three storage facilities and before entering the local distribution system. The following recommendations are proposed to maintain and improve the operations of the City's water treatment facility, to limit additional tapping of the Lloyd Aquifer to ensure good water quality and to address current issues related to the City's water storage facilities.

Water Quality and Utilization

- Continue to provide routine maintenance to City bayfront water treatment facility.
- Cover the water treatment facility open modules to increase water quality safety and keep debris out of the water system.
- Provide constant monitoring of water quality, including for salt content. Coordinate findings with those of Nassau County Department of Health.
- Monitor proposed water intensive projects or new developments outside of Long Beach that are proposing to draw water from the Lloyd Aquifer. Communicate regularly with New York State to ensure that the moratorium restricting new users of the Lloyd Aquifer remains in effect and is enforced.
- Require inclusion of advanced water conservation measures in new development.
- Develop and implement water conservation measures citywide.

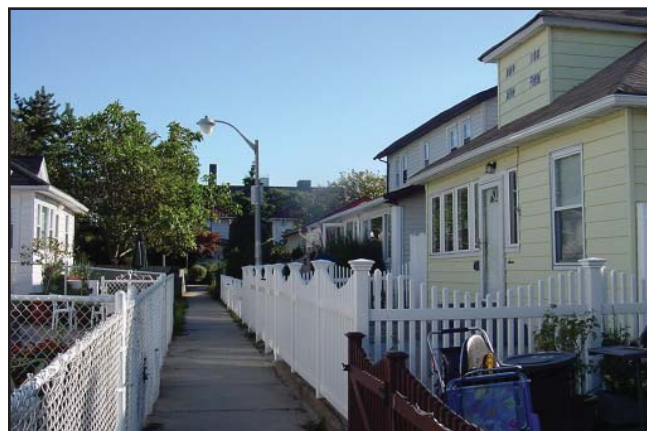
- Consider the use of additional water sources for fire fighting purposes to reduce demand on the Lloyd Aquifer. For example, consider tapping into the Magothy Aquifer through new pipelines or one of the City's abandoned wells. While water from the Magothy Aquifer in this area is not potable, it may meet the requirements for fire fighting purposes.

Water Storage Facilities

- Immediately replace existing 0.5 million gallon water standpipe with a 1.25 million gallons storage facility to provide a minimum of one day of use and back-up water capacity.
- Consider locations for the near future replacement of the 0.75 million gallon water tower with a 1.25 million gallons facility.
- Continue to maintain the 2 million gallons ground storage facility.

Water Lines

- Identify old or narrow water lines that need replacement to increase efficiency.
- Develop comprehensive plan for replacement of old and narrow lines. Continue to coordinate their replacement with road reconstruction, where feasible, through the Roadway Evaluation Program and with the replacement of old sanitary sewer lines where necessary.



Infrastructure improvements in the Walks neighborhood are necessary but difficult.

- Pursue alternative technologies to address need to upgrade water lines in the Walks neighborhood, where water lines located between houses are old and narrow, creating inefficiency and low water pressure. Coordinate replacement of water lines with local residents and with sewer line replacement program.
- Undertake a citywide water valve replacement program to evaluate the condition of existing water valves and to identify locations where additional valves are needed. The addition of water valves to the system will isolate problem areas and reduce impacts to water service if lines need to be shut down for repair.
- Develop plan for increasing efficiency, improving operation, maintaining the facility and reducing environmental impacts.
- Undertake a feasibility study that examines closing the WWTP and sending wastewater to the Nassau County WWTP in Bay Park. Consider benefits and costs of closure, including constructing pipelines under Reynolds Channel, sending wastewater to Bay Park treatment plant, and making potential 66 acres available for bayfront recreation, relocation, and redevelopment. Coordinate efforts with neighboring Lido Beach, Point Lookout and Atlantic Beach.

c) Wastewater Treatment Facilities

Sanitary sewage flows from homes and businesses through an extensive network of underground pipes to the City's Reynolds Channel wastewater treatment plant where it is treated and separated. Treated effluent is released into the bay while solid material is dewatered and carted to disposal facilities out of state. The system is aided by three pumping stations which are necessary due to the City's flat terrain. Overall, the wastewater system is in fair condition, however, due to an aging system and deferred maintenance, some service improvements are recommended.

Wastewater Treatment Plant (WWTP)

- Provide regular maintenance to the WWTP.
- Plan for anticipated regulation changes by the New York State Department of Environmental Conservation (DEC). DEC is likely to apply more stringent effluent standards for WWTPs that discharge into the South Shore Estuary, including Reynolds Channel. In order to comply, the City would need to remove further nutrients before discharging effluent, involving the addition of treatment processes and the expansion of the existing WWTP.
- Identify environmental impacts to nearby residential areas and provide short and long term mitigation measures for odor problems.

Wastewater Pump Stations

- Reconstruct and upgrade the three structurally and mechanically unsound wastewater pump stations located on Park Avenue at Indiana Avenue; New York Avenue; and Roosevelt Boulevard.
- Engineer system to address efficiency and reliability, improve employee safety and operation, and eliminate odor impacts.
- Design reconstruction so pumps operate continuously during reconstruction to minimize health and environmental impacts.
- Identify and mitigate short term environmental impacts to residential neighborhoods, including odor problems.

Sanitary Sewer Lines

- Identify old sewer lines in danger of collapsing and in need of replacement.
- Develop a comprehensive sewer line replacement plan. Continue to coordinate replacement, where feasible, with road reconstruction through the Roadway Evaluation Program and with replacement of old water lines where necessary.
- Utilize pipe materials not subject to erosion due to local high groundwater levels.

- Pursue alternative technologies to replace failing sanitary sewer lines in the Walks neighborhood where underground lines are located in residential rear yards. Coordinate replacement program with the replacement of water lines.
- Increase maintenance of the Park Avenue trunk line to improve reduced efficiency due to accumulation of grease from commercial waste.
- Through the City's Building Department, enforce City requirements regarding separation and disposal of grease by commercial establishments to lessen impacts to the sanitary sewer system.

d) Stormwater Management

In a city located largely within 100-year and 500-year flood boundaries, it is essential that the stormwater management system, composed of a combination of dirt and concrete street gutters, underground pipes, tide flex valves, and bulkheads be sustained and improved to continuously convey stormwater to the bay to prevent flooding.

Street Gutters and Underground Pipes

- Replace old dirt gutters that contribute to neighborhood flooding with more efficient concrete street gutters and underground pipe systems. This should be done in conjunction with street reconstruction where appropriate.
- Create an approved design and streamlined permitting process to encourage homeowners who wish to cover existing dirt gutters to improve their driveways, to do so legally and in a manner that continues to convey stormwater flow to the bay.
- Enforce the removal of illegal driveway extensions that block dirt gutters and encourage replacement with an appropriate design. Homeowners made to remove their illegal driveway extensions may apply for a permit to reconstruct the extension using an approved design by the City.



Blocked street gutter system contributes to flooding.

- Enforce regulations and provide education to home and business owners regarding dumping waste directly into gutters and sewers, causing potentially contaminated water to flow into the bay. Stamp street at catch basins to read "Don't Dump – This Flows to Reynolds Channel."

Tide Flex Valves

- Clean and maintain the 30 tide flex valves located at the ends of the stormwater pipes that convey stormwater to the bay, utilizing Department of Public Works staff, so they do not become blocked with debris, and function properly to prevent flooding from the bay.
- Identify sources of funding for the maintenance of tide flex valves.
- Coordinate bayside maintenance activities with the Town of Hempstead which may have additional water access capabilities.
- Consider purchase or rental of a boat and other equipment necessary to maintain the tide flex valves.

Bulkheads

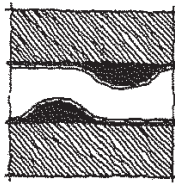
- Repair and maintain bulkheads adjacent to City-owned property, including bulkheads at street ends and along the east side of the canals, to prevent flooding, through a coordinated bulkhead improvement system similar to the City's Roadway Evaluation Program.
- Repair and/or reconstruct bulkheads along bayfront between National and Long Beach Boulevards in conjunction with bayfront revitalization plans. Bulkhead improvements need to incorporate measures to protect against flooding, including raising the height of the bulkhead.
- Repair and/or reconstruct bulkheads along bayfront at the terminus of Monroe Boulevard in conjunction with potential redevelopment of the bayfront edge of the tennis site.
- Determine responsibility for maintenance and improvement of bulkheads that are located adjacent to private property or land used by private homeowners. Coordinate bulkhead maintenance and improvements with neighborhood residents.
- Provide technical assistance and education to homeowners responsible for bulkhead repair to encourage proper maintenance of private bulkheads.

5. TRAFFIC, TRANSPORTATION AND PARKING PLAN PROPOSALS

a) Traffic Flow

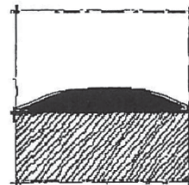
- Implement a Neighborhood Traffic Management Program to address the need for traffic calming strategies. As part of this, establish a Traffic Advisory Committee with representatives from City government and community groups, with the responsibility for identifying and evaluating possible traffic improvements, which are appropriate for the unique situations in each neighborhood. Initially, it is recommended that neighborhoods to the east and west of Long Beach Boulevard, north of Park Avenue, be considered for traffic calming programs. These areas currently experience cut-through traffic seeking to avoid the busier intersections in the downtown area. The following graphics, from the "Guide for the Planning, Design, and Operation of Pedestrian Facilities" published by the American Association of State Highway and Transportation Officials, present some techniques that have been proven successful in other communities.
- Expand liaison activities with the Nassau County Department of Public Works, Traffic Engineering Unit, to facilitate improved communications and feedback regarding local traffic issues which fall under the jurisdiction of the County, such as traffic signal operations at all intersections, as well as traffic flow along Park Avenue, Long Beach Boulevard and West Beech Street.
- Work with Nassau County to develop traffic signal synchronization plans for Park Avenue, Broadway, Beech Street and Long Beach Boulevard, in order to provide the optimal balance between moving vehicles at reasonable speeds, while insuring pedestrian and bicycle safety while crossing the arterials.
- In order to improve traffic flow and increase traffic safety, increase enforcement by the Traffic Division of the Police Department against double-parking by commercial vehicles in the downtown area, thereby providing unimpeded travel lanes and reducing sudden lane changing from vehicles waiting behind double-parked trucks.
- Consider the re-design of pavement markings and traffic control signs at major intersections (especially with regard to turning movements) in order to improve guidance to drivers as they travel through these locations. This is especially the case at the Long Beach Boulevard – Park

TRAFFIC CALMING TECHNIQUES



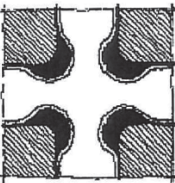
CHICANES

Alternately placed curb extensions into the street that force motorists to drive in a serpentine pattern. Chicanes are offset from each other in mid-block locations to reduce traffic speeds and can be used to keep through-trucks versus local delivery off residential streets.



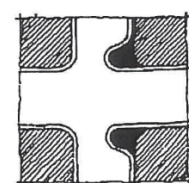
SPEED HUMPS/TABLES

A speed hump is wider and smoother than the discredited speed bump. They are effective in slowing cars as they approach pedestrian zones.



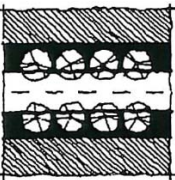
CURB EXTENSIONS (BUMP OUTS)

Curb extensions placed at mid-block locations or intersections narrow the street to provide visual distinction and reduce pedestrian crossing distance. These extensions help to provide a clear visual signal to drivers that a crossing is approaching, makes waiting pedestrians more visible, and can define parallel street parking areas. They narrow the appearance of the street and can be attractive when landscaped.



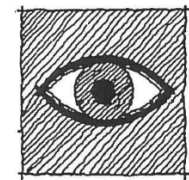
ONE-WAY ENTRY AND EXIT

Curb bulb-outs/extensions are used to close one lane of traffic at intersections; stops through traffic but allows ingress or egress depending on the direction and location of the closure.



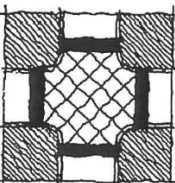
NARROWER STREETS

Narrower streets limit the expanse of pavement visible to the driver and can be effective in slowing traffic, especially when lined with trees or on-street parking. Marked bike lanes can also be used to create a narrowed effect.



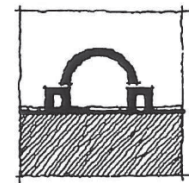
SPEED WATCH PROGRAMS

Citizens and organizations can utilize a radar device and electronic sign board to measure speeds of passing vehicles in their neighborhoods. Letters of warning can be sent to the registered owners of offending vehicles. These programs promote neighborhood awareness of speeding and/or to aid police in targeted enforcement.



SPECIAL PAVING

Alternative road surfaces, such as colored concrete or special pavers, can be used along the sides of the street or at intersections to break up the visual expanse of pavement.



SIGNS AND NEIGHBORHOOD GATEWAYS

Signs such as "Residential Street," and "Local Access Only," or monuments that identify neighborhood districts can be used to supplement the above techniques.

SOURCE: *Guide for the Planning, Design and Operation of Pedestrian Facilities*
by the American Association of State Highway and Transportation Officials

Avenue intersection, at which the multiple turning lanes and traffic signal phasing present a complex location for motorists. Additional lane markings, pavement symbols, and regulatory and warning signs may be warranted to improve traffic safety. For example, based on field observations, it is recommended that consideration be given to adding pavement markings to delineate the eastbound left turn movement onto northbound Long Beach Boulevard, in order to keep vehicles in the proper path. Similarly, markings should be added to delineate the southbound right turn movement onto westbound Park Avenue. Overhead lane use signage should also be placed in advance of the intersection to give drivers adequate time to enter the proper lanes as they approach the intersection. Likewise,

overhead lane use signage should be placed to guide northbound drivers approaching the intersection. These improvements will need to be coordinated with the Nassau County Department of Public Works.



Redesigned pavement markings would improve traffic flow.

- Encourage cross access between adjoining commercial properties, particularly along Long Beach Boulevard, when redevelopment opportunities arise, so that drivers can avoid the need to enter and exit roadways multiple times in the same area.
- Identify and aggressively pursue outside funding grants to implement traffic and safety improvements.

b) *Pedestrian and Bicycle Activity*

- Identify, evaluate and install electronic pedestrian crossing warning devices at high activity locations. These state-of-the-art devices, which have been proven successful in alerting drivers to the presence of pedestrians, could be particularly beneficial in the downtown area and near the LIRR station. At intersections controlled by traffic signals, the City should request permission from the Nassau County Department of Public Works to install countdown pedestrian signal indications, to provide information to persons crossing Park Avenue regarding the amount of time remaining to safely cross that street. These devices enable pedestrians to make better decisions about when to enter the crosswalk. It is recommended that initially, these be installed in the vicinity of the LIRR station, and then be evaluated prior to installation at other intersections in the area. At intersections experiencing heavy pedestrian volumes that are not controlled by traffic signals, the City should consider a pilot program to install in-pavement flashing warning lights at a crosswalk. These



Countdown pedestrian signal indications can increase pedestrian safety

devices are activated by pedestrians and produce flashing lights embedded in the roadway that can easily be seen by approaching drivers.



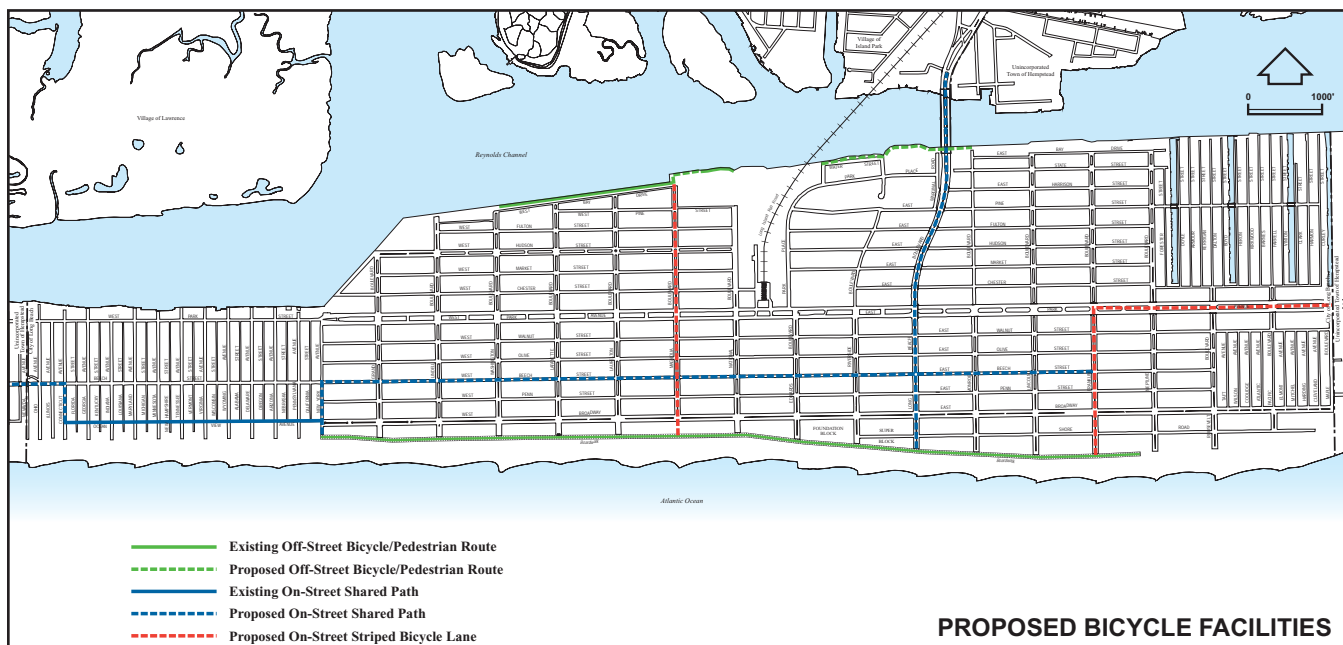
In-pavement flashing warning lights can be used at intersections without traffic signals.

- Install sidewalk “bump outs” at key downtown locations along Park Avenue to make intersections more pedestrian friendly by reducing crossing distances and by providing improved visibility of pedestrians. It is recommended that initially, these be installed along Park Avenue at its intersections with Magnolia Boulevard, National Boulevard and Edwards Boulevard.



“Bump outs” make busy intersections more pedestrian friendly.

- Conduct frequent checks of street lighting operations to ensure adequate illumination levels are provided for maximum pedestrian safety.



- Establish a citywide system of bicycle lanes and routes, and publicize information through website, brochures, bulletin boards, schools and neighborhood groups. The citywide system should incorporate separate striped lanes for bicycles as well as shared paths, which are streets that have been designated and signed as bicycle routes but do not have separate striped bicycle lanes. Off-street bicycle path locations include existing or proposed esplanades and the boardwalk. Potential new locations are:

Striped Bicycle Lanes

North/South

- Magnolia Boulevard from the boardwalk to the bayfront.
- Franklin Avenue from the boardwalk to East Park Avenue.

East/West

- East Park Avenue from Franklin Boulevard to Lido Beach.

Shared Paths

North/South

- Long Beach Boulevard from the boardwalk to the north side of the Long Beach Bridge to connect to Island Park.

- New York Avenue from the boardwalk to Beech Street.
- Connecticut Avenue from Ocean View Avenue to West Beech Street.

East/West

- West Beech Street from Connecticut Avenue to Nevada Avenue to connect to Atlantic Beach and other points west.
- Beech Street from New York Avenue to Franklin Boulevard.

Off-Street Routes

- Along the bayfront at the terminus of Magnolia Boulevard to connect the Reynolds Channel Esplanade with the Veteran's Memorial Park esplanade.
- Along the bayfront from the LIRR bridge to the terminus of Monroe Boulevard to be incorporated into bayfront redevelopment plans.
- Identify linkages to off-island bicycle facilities, including the Queens Greenway on the Rockaway Peninsula which connects via the Atlantic Beach Bridge, and the Wantagh Greenway at Jones Beach, so that riders will be aware of appropriate routes available outside of

the city. This information should be publicized by maps, newsletters and posters.

- Install additional bicycle racks at appropriate locations, including, but not limited to, the City's parks and playgrounds, the boardwalk, and along commercial corridors. Also, consider installation of bicycle lockers at the LIRR station.

c) *Parking*

- Design and implement a Residential Permit Parking Program to address the parking problems in the West End. This will require State legislative action to amend the Vehicle and Traffic Law, as has been undertaken by other New York communities. Coordination with local representatives should be initiated. Several New York communities, including Rochester, Rye, Pelham, Ithaca, Yonkers, Auburn, Beacon, Tarrytown, Tuckahoe, Peekskill, Cold Spring and Irvington, have received authorization under the New York State Vehicle and Traffic Law to adopt a local law or ordinance to provide for a residential parking permit system. The local legislation must include the following:

§ Delineated area boundaries.

§ Exempt streets where the adjacent properties are zoned for commercial/retail use.

§ The factors necessitating the enactment of the parking system.

§ Exempt vehicles registered to severely handicapped persons.

§ Time of the day and days of the week during which permit requirements are in effect.

§ 20 percent of all spaces within the area set aside for non-residents for at least a two hour duration.

§ The schedule of fees to be paid for the permits.

§ Provisions that such fees be credited to the general fund of the municipality.

§ A public hearing is required prior to adapting a Residential Parking Permit Program.

- Reduce seasonal beachfront parking demand by providing shuttle bus service between downtown area/LIRR station and beach areas, along with a public information campaign to publicize availability and convenience of shuttle service.
- Evaluate feasibility of adopting new parking stall design standards, which may result in slightly narrower stalls, yielding an increase in the number of spaces. Currently, the standard parking stall size is 9 feet wide by 20 feet long. However, consideration should be given to reducing the width to 8.5 feet when the travel aisle is at least 24 feet wide. This standard would be beneficial especially for parking facilities that do not experience fast turnover, and could achieve a 5 percent increase in the number of parking spaces in a parking field, depending on its configuration.
- Undertake implementation of re-striping as part of annual maintenance program.
- Increase parking fine amounts to make them more meaningful, so they become a greater deterrent to illegal parking, such as parking longer than permitted, or parking where prohibited.
- Investigate feasibility of public-private shared parking opportunities, by which underutilized private lots, such as the Waldbaum's and Pier 1 Imports lots, can be made available for public parking at certain times.
- Consider encouraging a car-sharing program, such as Zipcar, to establish a presence in the city. Under such a program, residents are able to set up accounts for short term (hourly) vehicle rentals. This has been demonstrated to substantially reduce the need for multiple car ownership, thereby also reducing parking demand.
- Undertake a review of the off-street parking requirements for different uses in the Zoning

Ordinance and update to ensure adequate on-site parking that reflects the limited parking supply in the city.

- Establish criteria for creation of residential curb cuts in the West End that minimizes impacts to on-street parking.
- Consider establishing a fee-in-lieu of parking option for new development that does not provide required parking spaces by zoning. Place funds in a special account for financing development of new off-street parking facilities or expansion of existing facilities.
- Undertake a review of the feasibility and desirability of utilizing additional north-south green malls to accommodate diagonal rather than parallel parking to achieve more parking spaces.
- Evaluate the feasibility of constructing an additional deck on the municipal parking garage and/or decking the existing municipal parking lot behind City Hall.
- Review the location of loading zones in the downtown area on a periodic basis, in order to match the loading needs with the type of business operations on each block.
- Review existing on-street overnight commercial parking regulations and identify opportunities that would create additional overnight commercial parking spaces for residents without impacting the character of residential neighborhoods. Address as part of overall Zoning Ordinance revision.
- Establish additional very short term parking spaces at selected locations in the downtown area to accommodate businesses which rely on fast customer turnover. Subject to further review by the City and consultation with the Chamber of Commerce, it is recommended that one “10-minute parking” space be provided on each block on the south side of Park Avenue between Long Beach Boulevard and Laurelton Boulevard. The north side of the street does not appear to have as many businesses which rely on very fast turnover, but this situation should be monitored in the future and changes made as warranted.
- Review placement of handicap parking spaces in the downtown area to distribute between malls and on-street spaces where appropriate. Although there are numerous handicap spaces in the malls, there are very few located curb side. It is recommended that one handicap parking space be provided on-street on each block along Park Avenue, between Neptune Boulevard and Laurelton Boulevard.
- Evaluate the feasibility of changing the parking configuration in the West End on wide streets south of West Park Avenue and on all street ends north of West Park Avenue, from parallel parking on both sides of the street to diagonal parking on one side to achieve additional parking spaces.
- Consider using the municipal parking lot behind City Hall for city residents on summer weekends and operating a shuttle bus to service residential areas. This, combined with a selective on-street residential permit parking program would allow mobility to residents of affected areas and would help to address seasonal parking problems.
- Undertake a comprehensive review of the downtown parking regulations in order to provide a balance between ample short term spaces for shoppers, and appropriately located spaces for merchants and employees.

d) Public Transportation

- Institute seasonal shuttle bus services between the municipal parking garage and the beach areas, and between the municipal parking lot behind City Hall and residential neighborhoods. Coordinate with seasonal parking permits limited to Long Beach residents for the municipal lot, to encourage residents to park second and third cars off-street, particularly on

weekends. Combined with a residential parking permit system, mobility of residents afraid of losing on-street spaces would increase.

- Consider developing a promotional campaign and incentives to increase bus ridership.
- Undertake a study of the bus system to evaluate the need for changes to the routes and schedules.



Design guidelines should consider street width.

6. HOUSING AND NEIGHBORHOOD STABILIZATION PLAN PROPOSALS

a) Zoning

The City of Long Beach Zoning Ordinance has not had a major revision since 1987, a time when development pressures were substantially less than in 2006. The increased status of the city as a desirable place to live has resulted in renovation and expansion of existing housing and redevelopment of old hotels and underbuilt parcels. The increased density and bulk of new development, often granted by variances to zoning regulations, lead to a codification of further restrictions on height, yards and setbacks, resulting only in more variances and continuing changes in neighborhood character. To address these conditions, a zoning study and zoning ordinance amendment should be undertaken to incorporate modern zoning regulations and principles that address the following conditions.

Single-Family Districts

- Zoning should accommodate a specified level of new development or home expansion including height and lot coverage based on design principles specific to different neighborhoods with differing characters as expressed by existing density, lot sizes and parking conditions.
- Allowable expansion in each district should be expressed in terms of Floor Area Ratio, or FAR, to relate to existing lot sizes and built conditions. FAR is defined as the ratio of the floor area of any building or buildings on a lot to the area of said lot.
- Design regulations should be developed to guide the construction of additional floor area.
- The maximum permitted floor area and its massing, including height, roofline, first and second floor setbacks and yards should relate directly to the width of streets or waterways on which lots front.

§ In zoning districts E, M, and FF, lots facing narrow streets should maintain front yards and required setbacks, and provide open porches and terraces on first and second floor additions on street fronts to maintain neighborhood scale.

– For lots fronting on narrow streets in the FF district whose rear yards front on canals, density can be increased and shifted to the rear of the lot.

§ In zoning districts E, M, and FF, lots facing wide boulevards or streets fronting on canals can be approved for new construction or additions with heights up to a maximum of two stories or 25 feet with required varied rooflines, dormers, and eaves and setbacks in accordance with detailed design guidelines that should be established to minimize neighborhood impacts.

– For example, a design guideline could specify that for each two feet in height above 17 feet, front building setbacks should increase by one foot.

- § The location, nature and use of any dwelling, building or addition should not hinder or discourage appropriate development and use of adjacent land and buildings.

Two-Family Districts

- New construction or conversion of single to two family buildings should require a minimum of one on-site parking space for each additional unit.
- Allowable expansion in each district should be expressed in terms of Floor Area Ratio, or FAR to relate to existing lot sizes and built conditions.
- Design regulations should be developed to guide the construction of additional floor area.

Multifamily Districts

- Heights of multifamily districts and densities should generally be maintained but modified with guidelines relative to maximum length of buildings and required distances between buildings to maximize sea breezes and light.
- Design alternatives for shallow half blocks in the J district should be explored that maximize FAR but may require height and setback variations to result in varied building types from the typical three story terraced attached row houses that dominate new construction here.



Attached houses typify Broadway new construction.

Business Districts

- Prohibit development of exclusive residential buildings in the Business B district.
- Prohibit side building development on West Beech Street.
- For the Business B district develop buffer regulations for front yards and maximum curb cut distances based on length of street frontage.

Creation and Mapping of New Districts

- Create a *Mixed Use Bay Waterfront Development District* to accommodate a mix of water related, water enhanced, residential, business, recreational and cultural uses and map it on the bayfront industrial waterfront area, eliminating the I district and creating use limitations and design regulations as a part of the zoning regulations.

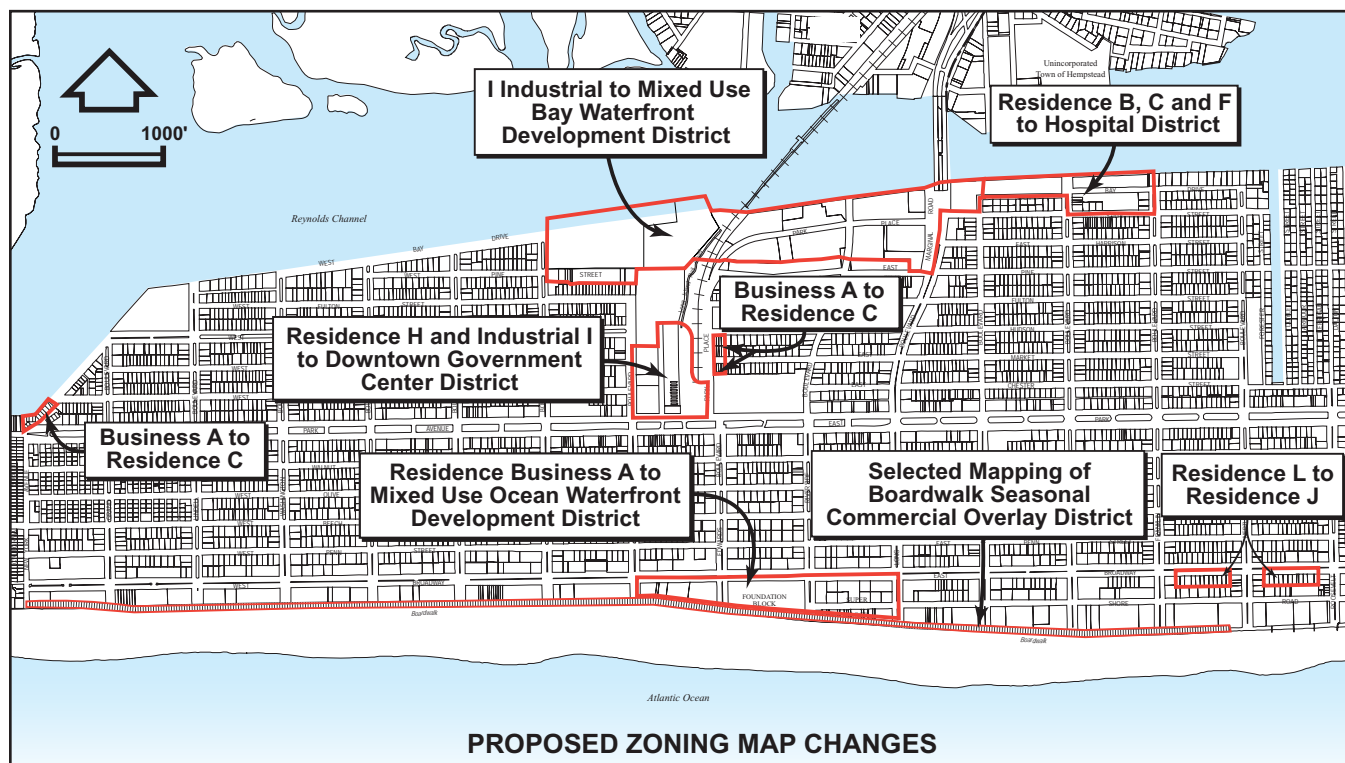
§ Tie development of the district to development of an overall waterfront area development plan.

- Create a *Mixed Use Ocean Waterfront Development District* to be mapped on the RBA district to accommodate Superblock and future Foundation block and west adjacent vacant parcel development.
- Create a *Boardwalk Seasonal Commercial Overlay District*

§ Identify key locations in the K and L districts with boardwalk frontage and permit limited seasonal commercial with strict design guidelines.

§ Permit boardwalk commercial uses within current RBA zoned blocks to be rezoned Mixed Use Oceanfront Redevelopment Overlay.

§ Expand opportunities for seasonal boardwalk commercial uses by permitting such uses within current RBA zoned blocks to be zoned Mixed Use Oceanfront Redevelopment



Overlay and in limited strategic locations on blocks with boardwalk frontage in the K and L districts.

- Create a *Hospital District* on blocks currently zoned Residential B that contain the current and planned future uses of the Long Beach Medical Center.
- Create a *Downtown Government Center District* and map it on H zoned land that contains City Hall, City Hall parking lot, Kennedy Plaza, the LIRR Station and the new municipal garage.

Create Affordable Workforce Housing Legislation Regulations

- Create affordable workforce housing legislation and regulations that set a threshold of minimum size developments for both rental and ownership housing for which a specified percentage of units would be required to be affordable, with or without provision of a density bonus, either on or off site. Affordable housing is considered housing affordable to households earning not more than 80% of the county median income.

With additional legislative incentives, such as increased density bonuses, housing might be made affordable to families with lower than 80% of median household income.

- Develop City mechanism for management of workforce units or contract with an affordable housing non-profit organization to perform such services.

Proposed Zoning Map Changes

- Rezone the Business A District from Park Place frontage blocks north of Waldbaum's property to East Hudson Street to Residence C District to stabilize existing residential uses.
- Rezone the Business A District on Water Street between West Park Avenue and West Chester Street to Residence C in recognition of the existing residential development.

Proposed Text Changes

- Provide housing or live/work lofts above stores as a special permit use in the Business B District

when in compliance with specialized standards relative to parking.



Housing above stores could be appropriate in certain locations.

b) Housing

The City's housing stock is its greatest built asset whose quality and character defines the city's overall quality of life.

- Institute zoning that preserves housing and stabilizes neighborhoods.
- Possibly relocate the Martin Luther King Center to the new Mixed Use Waterfront Development area and utilize the site to create workforce housing as a gateway use to the bayfront redevelopment.
- In an environment of diminishing federal funds for public housing, allocate sufficient additional City and Community Development Block Grant (CDBG) funds and seek other housing funds to provide adequate maintenance, repairs and renovation for family and senior housing operated by the Long Beach Housing Authority.
- Work with City departments, the State Department of Housing and Community Renewal, the United States Department of Housing and Urban Development and local non-profit housing groups and experts to maintain affordability of Pine Towne Homes when the 30-year Federal 236 housing mortgage program expires.

- In expanded CDBG eligible area, work with the County Office of Housing and Intergovernmental Affairs and non-profit housing organizations such as the Long Island Housing Partnership, to identify opportunities, including any City owned sites for development of scatter site workforce housing.
- Utilize CDBG funds to create two family housing at 170 East Market Street on City owned vacant site.
- Identify opportunities to increase the supply of affordable senior citizen housing.
- Direct the City's Community Development office to work to secure Community Development Block Grant (CDBG) and HOME funding for the acquisition of land and construction of affordable homes for ownership through the Nassau County Urban Consortium.
- Once sites are identified, work with not-for-profit housing groups like the Long Island Housing Partnership to build housing, and then use down payment and closing cost assistance made available through the County Office of Housing and Intergovernmental Affairs.
- Identify vacant and underutilized land similar to sites identified in the past in the City, and, if necessary, utilize eminent domain authority under Article 15 of New York State Urban Renewal Law for acquisition.

Code Enforcement

- Review code enforcement implementation schedule and make appropriate manpower deployment or enhancements to increase frequency of inspection.
- Determine ability of Fire Department to contribute to code enforcement efforts.
- Review standards of property maintenance code and associated fines and make recommendations to encourage greater code compliance.

- Provide community education program regarding existing and modified code regulations to establish community support, knowledge and compliance by property owners.

Housing Rehabilitation

- Work with local banks and Nassau County Office of Housing and Intergovernmental Affairs to implement a low and moderate income housing rehabilitation loan program in CDBG eligible areas.
- Identify locations where housing above stores is feasible based on neighborhood character and community facility and parking availability, and incorporate as special permit use with standards as part of citywide rezoning study.
- Utilize Community Development Block Grant funds for housing rehabilitation, and seek other funds from sources such as the New York State Division of Housing and Community Renewal for rehabilitation of housing for families and seniors.

7. PARKS, RECREATION AND OPEN SPACE PLAN PROPOSALS

The City's open space resources include parks, playgrounds, the Long Beach Recreation Center, recreation facilities, and the city's system of green street malls.

a) Park and Recreation Capital Improvement Plan

The City should develop a long range Park and Recreation Capital Improvement Plan that would identify future park and recreation needs. The Plan would inventory and analyze the condition and use of all existing recreational facilities and programs of the City. It should include a needs assessment of the community to identify what types of recreational facilities and programs should be provided over the next 10 to 15 years. A 10 to 15 year capital plan prioritizing projects for

the preservation, maintenance and upgrading of existing City facilities should be prepared, including acquisition and development for new resources, such as active and passive recreational facilities. Included in the Plan should be a description and analysis of use by the Long Beach City School District recreation facilities. The Plan should also evaluate the utilization and improvement of other available potential sources of open space such as the City's system of green malls and the green canal ends. The Plan should assess where park redesign, specifically for Veteran's Memorial Park, could maximize the usable amount of recreation and open space and provide better utilization of current resources. The Plan should include a priority listing of current and future improvement needs and cost estimates that will be the basis for the Capital Improvement Program.

- Inventory City and School District recreation programs, undertake a program needs assessment, and determine a coordinated program offering shared use of the City's Parks and Recreation Department and School District resources.
- Evaluate user fees for recreation programs, Long Beach Recreation Center, and Ocean Beach Park entry on an ongoing basis.
- Undertake periodic review of lease agreements between the City and operators of the ice arena and tennis courts.
- Utilize the Park and Recreation Capital Improvement Plan to prioritize improvements and secure funding for open space, recreation, and facilities acquisition and programming from governmental and non-profit entities.

The following proposals are more specific and should be incorporated into the Park and Recreation Capital Improvement Plan. Some of the following proposals may need to be initiated prior to the completion of the Plan.

b) Long Beach Recreation Center

- Determine the recreation needs to be served by a rehabilitated or reconstructed Recreation Center as part of the Park and Recreation Capital Improvement Plan.
- Contract with an outside architectural or engineering consultant to evaluate the physical conditions of the Recreation Center and determine the costs and benefits of rehabilitation or reconstruction.
- Reconstruct or rehabilitate the Recreation Center.
- Identify potential alternative locations for a recreation center to include the lumber yard located on Magnolia Boulevard, municipal property on West Pine Street if maintenance uses are consolidated, or expansion on-site, if required.
- Identify relocation resources for recreation programs during rehabilitation or reconstruction period and contract for use of space.

c) Veteran's Memorial Park

- Encourage greater public utilization of the esplanade to maximize use of one of the few public spaces along the bayfront. This can potentially be achieved through better integration of the esplanade with the remainder of the park and events programming by the Department of Parks and Recreation. For example, water dependant events, such as regatta races, would draw public attention to the esplanade and to the bayfront. The esplanade also provides an opportunity for involvement with the arts community for events and/or public art displays.
- Continue routine maintenance of recreation facilities.
- Determine a use for the vacant kiosk as part of the Capital Improvement Plan. Uses to consider include a seasonal or year round concession snack bar or café, or public meeting space.

- Determine if skate park located in the easternmost portion of the park can replace a portion of the fitness trail which is currently underutilized. This would provide a more secure area for the skate park and would replace an underutilized recreation facility.
- Repair skate park and regularly maintain to ensure safe equipment.
- Continue the esplanade from the park to the fishing pier located at the northern terminus of Magnolia Boulevard and to the Reynolds Channel Esplanade located on the bay between Magnolia and Washington Boulevards. The connection should focus on pedestrian and bicycle safety and should provide a physical and visual connection between the three recreation resources to encourage greater utilization.
- Identify new use for underutilized fitness trail, such as a skate park, based on Capital Improvement Plan needs assessment.

d) Reynolds Channel Esplanade

- Encourage public usage of the Reynolds Channel Esplanade through the provision of benches, picnic tables, and native landscaping.
- Improve the physical and visual connection between the Reynolds Channel Esplanade, the fishing pier, and the Veteran's Memorial Park esplanade for use by pedestrians and bicycles to enhance access and safety.



Reynolds Channel Esplanade provides bayfront recreation.

e) Playgrounds and Active Recreation

- Analyze and document the physical conditions of the City's five playgrounds, the handball courts at the terminus of Monroe Boulevard and the basketball courts at the terminus of Riverside Boulevard for future needs.
- Continue routine maintenance of the playgrounds, handball courts and basketball courts.
- Rehabilitate Pacific Beach Playground.
- Rehabilitate handball courts located on Monroe Boulevard. Coordinate rehabilitation with any future plans for waterfront access at the northern terminus of Monroe Boulevard.
- Rehabilitate Georgia Avenue, Magnolia and North Park Playgrounds, as needed.

f) Kennedy Plaza

- Add seating areas.
- Continue to utilize Kennedy Plaza for memorials, downtown passive recreation, and as a venue for special events including the annual Fine Arts Show. Increase opportunities for special events such as arts festivals, farmers markets, and community celebrations.

g) Private Concessions

The City currently leases two recreation facilities to private operators: the ice arena located near Veteran's Memorial Park and indoor tennis courts located at the northern terminus of Monroe Boulevard.

Ice Arena

- Work with ice arena operators to increase opportunities for public skating at times that meet the recreation needs of the community.
- Examine lease agreement to ensure quality of service and appropriate revenue.

Tennis Courts

- Examine lease agreement to ensure quality of service and adequate City revenue.
- Provide future waterfront access at the terminus of Monroe Boulevard.
- Improve the linkage between the tennis courts and the waterfront in a manner that enhances both resources.

h) Clark Street Park and Playground**Clark Street Park**

- Undertake a needs assessment for the Canals neighborhood to determine desired uses for Clark Street Park.
- Identify infrastructure issues and necessary bulkhead repairs.
- Develop an improvement plan that addresses identified recreation needs, landscaping, infrastructure and bulkhead repair, traffic and pedestrian circulation, and parking.
- Encourage the provision of water dependent and water enhanced recreation uses.



Clark Street Park needs reconstruction.

Clark Street Playground

- Continue routine maintenance of newly reconstructed playground.
- Provide connections between playground and adjacent Clark Street Park.

i) Green Malls and Street Ends

In a built up community of small and medium size residential building lots with a concentrated central commercial core and outlying neighborhood commercial nodes, built on a grid street system, with minimal internal areas of large open space, the network of major and minor green malls and street ends should be treated as a linear open space resource to be preserved and enhanced.

Major East/West Malls – Park Avenue

- Maintain existing green malls along Park Avenue as part of the City's open space network.
- Create a coordinated infill landscape design prototype for end and interior mall treatment in coordination with the Department of Public Works and the Beautification Committee.
- Establish design guidelines for placement of signs and memorials. Permit the addition of Memorial Benches in malls that need additional benches, similar to programs currently utilized along the boardwalk.
- Identify potential art malls for placement of changing exhibits of art works.
- Install seasonal plantings and trees in coordination with street tree guidelines.
- Maintain existing entry signage and landscaping from the east and provide entry treatment to downtown/government center from the west.

Secondary East/West Green Malls – West Hudson Street

- Treat malls on West Hudson Street as functional open space to be used for passive recreation and to provide visual character.
- Maintain existing plantings and trees.
- Promote passive recreation by installation of benches, picnic tables and/or game tables to increase the use of these open spaces. Permit the installation of Memorial Benches.

- Install additional seasonal plantings and trees in coordination with street tree guidelines.

North/South Green Malls

- Maintain the north/south green malls as landscaped visual open space with elements of passive recreation where feasible.
- Incorporate passive recreation elements, such as benches, on wide green malls on blocks without significant automobile traffic. Permit the installation of Memorial Benches where feasible.

Narrow North/South Green Malls on South Long Beach Boulevard

- Maintain the narrow north/south green malls on Long Beach Boulevard, south of Park Avenue, as landscaped visual open space.
- Create a design prototype and list of appropriate ornamental landscape materials, concentrating on plants that are drought tolerant, native, easy to maintain and emphasize Long Beach as a beach community.
- Add trees, where appropriate, in coordination with street tree guidelines.

Street Ends in the Canals

- Treat green street ends at the terminus of the canals as passive recreation areas.



Canal street ends are passive recreation opportunities.

- Install benches, picnic tables, additional landscaping, pedestrian scale lighting, and trash receptacles.
- Keep views of the water open from the street by installing low landscaping, rather than large trees with canopies.

j) Recreation Programs

- Continue city-wide recreation programs. Periodically review match between existing programs and community needs and make appropriate adjustments.
- Periodically review recreation program user fees and provide affordable recreation options to ensure that revenues meet costs.
- Seek additional funding through grants for recreation programs.
- Continue coordination of recreation programs with the School District to ensure maximum use of City and School District facilities.
- Maintain new teen center on the second floor of the ice arena. Periodically review utilization rates at the teen center to ensure optimal use. Explore additional recreational and social programs for this age group.

k) Senior Center

- Maintain Magnolia Boulevard Senior Center.
- Continue and expand free programming for seniors.
- Maximize use of the Senior Center by continuing outreach to local community organizations.
- Utilize the Senior Center for youth and teen programs as well as senior programs, as available. Coordinate use of youth and teen programs with Department of Parks and Recreation as necessary.
- Seek additional grant funding for senior programs.

l) Martin Luther King Center

- Relocate and rebuild the Martin Luther King Center as part of the Reynolds Channel redevelopment on a site in proximity to the adjacent residential neighborhood.
- Rebuild an adjacent park to contain relocated basketball courts, a playground to serve the child care center, and other amenities.
- Reutilize current Martin Luther King Center site for workforce housing at Reynolds Channel gateway.

m) Dog Run

Citizens have expressed a need for a recreational area where owners may take their dogs to run off-leash. Currently, dogs are not permitted in any City park, including the boardwalk and Ocean Beach Park. Dog owners are required to keep their dogs on a leash when walking them on sidewalks and are responsible for picking up waste.

- Consider construction of a dog run where dogs are allowed to run off-leash to consist of a fenced-off area, trash receptacles with tight closing lids, and a small area devoted to maintenance materials such as a hose.

§ Include a double-gated entry to prevent the accidental escape of a dog when new owners arrive with their dogs.

§ Install benches and community bulletin boards to advertise dog-related services and animals in need of homes.

§ Provide an easy to clean and maintain surface such as grass, gravel or dirt.

§ Strictly enforce waste pick-up laws in the dog run to minimize the amount of maintenance performed by the City.

§ Recruit volunteer dog owners to help maintain dog run and enforce rules.

- Potential locations for a dog run include:

§ One of the green malls located on West Hudson Street, and/or

§ One of the wider green malls located on the north/south Boulevards throughout the city.

- Ocean View Avenue, closed to through vehicular traffic, is a popular dog walk location. To make this use more agreeable to local residents, provide trash receptacles with tight fitting lids, and enforce leash and waste pick-up laws.
- Consider allowing dogs on or off-leash on a small demarcated portion of Ocean Beach Park during non-peak season, typically October to March. If permitted off-leash, dog owners must accompany their dog and carry a leash with them at all times. Waste pick-up laws would continue to be in effect. Trash receptacles with tight fitting lids should be located in the area for proper disposal of dog waste.
- Consider raising the fee for violation of the waste pick-up law and provide more stringent enforcement.
- Consider permitting on-leash dogs in the green canal ends.

8. COMMUNITY FACILITIES AND HISTORIC AND CULTURAL RESOURCES PLAN PROPOSALS

a) *Public Safety*

To maintain the level of services provided by the Police and Fire Departments, existing public safety facilities should be maintained and improved where necessary. No new sites are anticipated to be needed for new police, fire or ambulance services. Both fire and ambulance services are provided by the Fire Department.

Police Department

- Examine feasibility of rehabilitation of Police Department headquarters at City Hall.
- Consider expansion of the Police Department headquarters in coordination with the Fire Department at City Hall site.

- Maintain existing staffing levels and equipment to continue existing level of service.
- Upgrade and modernize the Police Department's communication system.

Fire Department

- Examine feasibility of rehabilitation of Fire Department headquarters at City Hall.
- Consider expansion of the Fire Department headquarters in coordination with the Police Department.
- Maintain existing level of service.
- Maintain existing number of volunteers through ongoing outreach measures, and maintenance of incentives.
- Renovate the East Park Avenue and West Park Avenue fire stations, as required.
- Plan for future fire truck replacement needs.
- Upgrade and modernize the Fire Department's dispatch unit.

b) *Publicly-Owned Land and Buildings*

- Utilize City-owned land along Reynolds Channel to leverage bayfront redevelopment.
- Coordinate with Town of Hempstead to utilize bayfront property in waterfront redevelopment.
- Identify relocation resources for displaced facilities that require relocation within the city.
- Maximize use and revenue from all City-owned property.

c) *Historic Resources*

The city's historic form and structure and its unique historic resources provide a legacy of refinement serving to inform future land use policies.

- Support efforts of local historic and cultural organizations.

- Maintain the Landmarks Historic Preservation Board.

d) Cultural Resources

- Provide opportunities for display of public art on specially designated street malls, or other public sites.
- Continue and expand art fairs on the boardwalk and Kennedy Plaza.
- Include a cultural or educational facility such as a museum, bandshell, amphitheater, environmental center, etc., as part of the bayfront, Foundation Block or Broadway half block redevelopment.
- Work with a designated commercial marketing manager to attract art galleries and art supply stores to West Beech Street storefronts.
- Encourage artist lofts in existing square footage above stores in the West End.
- Contract with a temporary art exhibit supplier for display of public works of art in designated city locations.
- Incorporate a designated location for a significant piece of public art as part of bayfront redevelopment.

e) Long Beach Public Library

- Support efforts of the Long Beach Public Library to expand, increase community outreach, and implement a strategic planning process.

f) Long Beach City School District

The Long Beach City School District is an independent entity with its own tax revenue source. Serving more than just the City of Long Beach, it is a centralizing community element that enhances the educational, cultural and recreational quality of life of all residents.

- Continue utilization of school facilities for community meeting space, athletic fields, gymnasiums, and recreation and social programs.

- Continue to coordinate with the School District regarding reciprocal use of City and School District facilities and programs.

g) Sanitation

The City provides sufficient solid waste and recycling collection services to residents and businesses, although many businesses choose collection service from private contractors. Street cleaning is provided on a regular schedule in all neighborhoods. The City currently operates a recycling transfer station that is located near the bayfront.

- Continue current levels of residential and commercial solid waste and recycling collection, including increased pick-up during the summer months.
- Consolidate recycling transfer station uses on current bayfront site and identify relocation resources for future bayfront development.
- Enforce regulations regarding refuse storage for commercial properties, including retail establishments, restaurants and nursing homes, to reduce impacts on adjacent residential uses and streets. Review and update regulations and fines and provide more stringent regulations, if necessary.
- Consider the benefits and costs of providing additional street cleaning on major commercial thoroughfares, including West Beech Street, Park Avenue and Long Beach Boulevard. Benefits include enhanced commercial areas and better interface with residential neighbors. Costs include additional salaries and regulations that may impact parking supply.

h) Animal Control

The City of Long Beach recognizes the need to care for and find homes for homeless dogs and cats, provide emergency animal assistance and enforce the City's animal control laws. These services are provided at the City's animal shelter located on Park Place near the bayfront. The City

currently has a large feral cat population, which creates neighborhood impacts, and is working with a non-profit organization, citizens, veterinarians and volunteers to craft a humane solution.

Animal Shelter

- Explore alternative locations for the animal shelter to provide a relocation resource for future bayfront redevelopment. Early relocation would resolve need for major roof repair to existing building.
- Continue animal care and adoption programs.

Feral Cats

- Continue to support the efforts of the Long Beach Cats and the Trap-Neuter-Return program to humanely reduce the population of feral cats in the City of Long Beach.

IV. IMPLEMENTATION

A. Public Policies

Existing intergovernmental relationships, established procedures and organizational structure, fiscal practices, and approaches to redevelopment, all impact the quality of life of city residents. Modifications in these areas could have significant positive impacts on the city.

1. Intergovernmental and Public Facility Cooperation

- Work with the Town of Hempstead, Nassau County, and neighboring communities to explore opportunities to consolidate sewage treatment uses, sending sewage to the Bay Park Treatment Plant and making five or more acres available along the bayfront.
- Coordinate with LIPA to consolidate their uses and free-up acreage along the Reynolds Channel waterfront.
- Coordinate with the Town of Hempstead to define the city's boundaries along the Reynolds Channel waterfront.

2. Fiscal

- With input from the Corporation Council, City Manager and Chief Financial Officer, review all contracts and leases of City-owned land and determine necessary modifications to fees or leases. Determine relative cost/benefit of lease versus sale to update and potentially revise City land policies.

§ Apply to skating rink, tennis courts, open space and waterfront use agreements.

§ Review City-owned land and determine opportunities for future use, including the site along East Broadway, and disposition of the Jewish War Memorial Post on West Park Avenue now under consideration as a performing arts or cultural center.

- Prioritize projects in Five Year Capital Improvement Plan and use as guide for citywide project funding.

3. Organizational Structure and Procedures

- Determine feasibility and desirability of establishing a Planning Board and enacting Site Plan Review Law as one means to reduce the need for variances and to enhance implementation of citywide visual character improvement initiatives.
- Consider creation of a full time City Planner position as a City staff position to coordinate land use policy initiatives throughout the city.

4. Waterfront Revitalization

- Undertake a blight study, subsequent Urban Renewal Area designation and development of an Urban Renewal Plan for the Reynolds Channel Waterfront to aid in implementation of planned waterfront redevelopment and revitalization of the city's bayfront.
- Indicate environmental remediation of incinerator and other required City owned sites utilizing brownfields program and grants to facilitate Reynolds Channel redevelopment.
- Undertake development and adoption of a Local Waterfront Revitalization Program to coordinate waterfront improvements and create eligibility for available funding sources.

B. Zoning

The City of Long Beach Zoning Ordinance should be updated in response to land use proposals set forth in the Comprehensive Plan, to accommodate contemporary zoning concepts, and to comply with current land use patterns. Recommended zoning changes are summarized below.

1. Existing Zoning Map Changes

Proposed zoning map changes are illustrated in the Land Use Map section. These changes are recommended where current zoning does not match present or future proposed land use. The changes that would bring zoning in line with existing land use are not dependent on a comprehensive revision of the Zoning Ordinance and could be undertaken by the City Council.

2. Comprehensive Revision of the Zoning Ordinance

A comprehensive revision of the Zoning Ordinance is proposed to accommodate several of the Comprehensive Plan proposals. A comprehensive revision would include modernizing and updating the Ordinance text and format, adding new zoning techniques and creating new districts. In addition, specific text would be added.

a) Modernizing and Updating

Modernizing and updating the Zoning Ordinance addresses current omissions such as the provision of special permit uses. Updating and refining definitions to make them more inclusive and applicable would address uses that may not currently be permitted such as Bed and Breakfasts and apartments above stores in commercial districts. These uses would be examined to determine the appropriateness of their inclusion in certain districts.

b) Contemporary Zoning Standards

As part of the comprehensive revision of the Zoning Ordinance, the City should add contemporary zoning standards, including but not limited to the following.

Affordable/Workforce Housing

The provision of affordable, or workforce, housing is recommended in the Comprehensive Plan. There are several zoning techniques that the City can use to implement an affordable housing program.

One technique is to develop inclusionary zoning that either encourages or mandates developers to incorporate a certain amount of affordable units in private market-rate multi-family developments. Some communities provide developers with a bonus, such as the allowance of additional density or height, in exchange for the affordable housing units. Along with determining the regulations and standards for affordable housing, the City would also need to develop a mechanism for management of the affordable units or contract with an affordable housing non-profit organization to perform such services.

Telecommunication Equipment

The placement of telecommunication equipment, including cell phone towers, has become an important visual character issue for many communities. The City should develop design and siting guidelines for telecommunication equipment that can be incorporated into the Zoning Ordinance.

Home Occupations

The City's Zoning Ordinance currently does not contain a definition of or provisions for home offices. Given the changing workplace, technology that makes home offices more viable, and the range of residential settings in which such offices could occur, the City should update its Zoning Ordinance to include definitions and standards for home offices. Specific regulations for home offices typically include the amount of square footage permitted, maximum number of workers or occupants of space, and parking and buffering requirements.

c) Creating New Districts

The Housing and Neighborhood Stabilization Plan Proposals section recommends the creation of several new zoning districts to implement the proposals of the Comprehensive Plan. These new districts include: Mixed Use Bay Waterfront Development District; Mixed Use Ocean

Waterfront Development District, Boardwalk Seasonal Commercial Overlay District; Hospital District; and Downtown Government Center District. Zoning map changes and regulations for each new district should be created as part of the comprehensive revision of the Zoning Ordinance.

C. Capital Facilities and Improvements

Capital improvements to the City's infrastructure are critical to maintaining and protecting basic City services. Recommendations have been made regarding the City's infrastructure, many of which have already been studied by the City's Department of Public Works. Some of these projects are listed in the City's Capital Improvement Budget, a document that lists, but does not prioritize projects. If projects were prioritized, the Capital Improvement Budget could be an implementation tool, allowing funding to be targeted based on pre-set priorities. Due to budgetary constraints, maintenance is often deferred and only emergency projects are completed. A prioritized set of projects would ensure that available funds go to the next in line, non-emergency projects. The Plan also identifies other capital improvements such as replacement of two water storage facilities, park improvements, roadway reconstruction, repair of wastewater pump stations, and bulkhead repair, among others. Investments in these existing resources are an essential part of preserving and maintaining the City's assets and protecting its citizens' quality of life.

D. Funding Sources

The Plan identifies programs and projects including road, utility and community facility improvements, which require major financial investment. Although State and Federal funding sources constantly change, there are a variety of sources that have been and may continue to be available to the City to help finance these projects. The following is a summary of sources of funding that may be applicable to projects proposed in the Comprehensive Plan.

1. Infrastructure

a) US Transportation Equity Act of 2005

The Transportation Equity Act of 2005 (known by its full title as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users or SAFETEA-LU) provides Federal funding for acquisition or construction of transit facilities such as buildings, stations, and rights-of-way, bus rehabilitation, preventive maintenance, transit improvements that enhance economic development or incorporate private investment, provision of non-fixed route para-transit service in accordance with the Americans with Disabilities Act, establishment of a debt service reserve to ensure timely payment on bonds for eligible projects and mobility management, and short-range planning and management activities to improve coordination among transit and other transportation service providers. Urbanized areas, such as Long Beach, with populations less than 200,000 have additional eligibility. These grants could apply to para-transit bus service and alternative transportation modes such as bus and bicycle facilities.

b) US Environmental Protection Agency Studies, Demonstrations and Special Purpose Grants

Administered by the United State Environmental Protection Agency's (EPA) Office of Water Surveys, these funds support research, investigations, studies, and demonstrations associated with source water and drinking water. Funding priorities which may be relevant to Long Beach include, but are not limited to: research on the occurrence of contaminants in drinking water; source water protection and treatment methods; and measures to protect water quality in the distribution system and at the tap. There is an opportunity to use these funds to increase the monitoring of Long Beach's drinking water, and construct covers on the water storage containers.

c) US EPA Construction Grants for Wastewater Treatment Works

Construction Grants administered by the EPA's Office of Water for wastewater treatment works are to assist and serve as an incentive in construction of municipal wastewater treatment works which are required to meet State and/or Federal water quality standards and improve the water quality in the waters of the United States. The funds could potentially contribute to the relocation of the wastewater treatment facilities, as recommended in the Comprehensive Plan.

d) New York State Environmental Facilities Corporation Clean Water State Revolving Fund

The Clean Water State Revolving Fund (CWSRF) provides low-interest rate financing to municipalities for water pollution control projects including wastewater treatment facilities, sewers and non-point source projects. Low-interest rate funds are repaid to the CWSRF over terms as long as 30 years, and there are interest free short term loans with terms up to three years. CWSRF resources can also help augment the limited financial resources currently available under the Brownfield Initiative's pilot program to clean up brownfields sites. CWSRF loans could be utilized for projects related to the City's wastewater treatment facilities, possibly including repair of the three wastewater pump stations, upgrading of sewer lines, and brownfield sites. The State also operates Clean Water State Revolving Fund Hardship Assistance that funds municipal wastewater treatment projects under \$10 million in communities with financial hardship. To be eligible, total estimated annual sewer service charge must exceed a target service charge based on median household income, as determined by the State's Environmental Facilities Corporation. For additional information, please see www.nycofunding.org/newcofund/waterandsewer.htm.

e) New York State Environmental Facilities Corporation Drinking Water State Revolving Fund

Through the Environmental Facilities Corporation and the Department of Health, New York State provides low interest rate financing for drinking water projects such as upgrades to treatment and storage facilities, and transmission and consolidation of water supplies. The fund provides interest-free short-term loans with terms up to three years and low-interest financing with terms up to 20 years. Financing could be utilized to replace the City's failing water storage facilities or replacement of old water mains. Hardship assistance is also available for projects less than \$10 million in communities undergoing financial hardship that meet certain eligibility criteria.

f) New York State Department of Environmental Conservation Clean Water/Clean Air Bond Act

New York State Department of Environmental Conservation (DEC) provides competitive grants for a variety of infrastructure projects including clean water, safe drinking water, solid waste, municipal environmental restoration (brownfields), and air quality. Grants provide up to 85 percent of construction costs. Several infrastructure improvements recommended in the Comprehensive Plan may be eligible for these grants.

2. Brownfields and Environmental Remediation

a) US EPA Brownfields Grants

The Environmental Protection Agency (EPA) provides funding for brownfields assessment, revolving loan fund and cleanup grants. These grants are part of the Small Business Liability Relief and Brownfields Revitalization Act to help states and communities around the country clean up and revitalize brownfield sites. Sites in Long Beach which may be eligible for funding include industrial and commercial sites located on the bayfront, as well as other parcels included in the Areas Subject to Change Section. For more information, please see www.epa.gov/swerosps/bf/applicat.htm.

b) US Department of Housing and Urban Development Brownfields Economic Development Initiative

The Brownfields Economic Development Initiative (BEDI) is a key competitive grant program that the Department of Housing and Urban Development (HUD) administers to stimulate and promote economic and community development. Typically linked to HUD's Section 108 Loan Guarantee Program, BEDI is designed to assist cities with the redevelopment of abandoned, idled and underused industrial and commercial facilities where expansion and redevelopment is burdened by real or potential environmental contamination. BEDI grant funds are primarily targeted for use with a particular emphasis upon the redevelopment of brownfields sites in economic development projects and the increase of economic opportunities for low- and moderate-income persons as part of the creation or retention of businesses, jobs and increases in the local tax base. Funding from this source is particularly relevant for the redevelopment of the bayfront parcels. For more information, please see www.hud.gov/offices/cpd/economicdevelopment/programs/bedi/index.cfm.

c) US Department of Commerce Grants for Public Works and Economic Development Facilities

These Federal Department of Commerce grants provide funding for investments in facilities such as water and sewer system improvements, industrial access roads, industrial and business parks, skill-training facilities, business incubator facilities, brownfield redevelopment, eco-industrial facilities, and telecommunications infrastructure improvements needed for business retention and expansion. Eligible activities include the acquisition, rehabilitation, design and engineering, or improvement of public land or publically-owned and operated development facilities, including machinery and equipment. Eligible projects must fulfill a pressing need of the area and must benefit the unemployed/underemployed residents of the area

or members of low-income families. In addition, all proposed investments must be consistent with the currently approved Comprehensive Economic Development Strategy for the area in which the project will be located, and the applicant must have the required local share of funds committed and available. This funding may be relevant to the bayfront redevelopment or proposed infrastructure projects in eligible areas of the city.

d) New York State Department of State Brownfield Cleanup and Environmental Restoration Programs

Through the Department of State, the Brownfield Opportunity Areas Program (BOA) provides municipalities up to 90 percent of the eligible costs to complete revitalization plans and implementation strategies for areas affected by the presence of brownfield sites, and site assessments for strategic sites. The City has already received funding through this program for a pre-nomination study for potential bayfront brownfield sites.

3. Parks, Recreation and Open Space

a) US National Park Service Land and Water Conservation Fund (LWCF)

The Land and Water Conservation Fund is a matching grant program managed by the National Park Service of the Department of the Interior. It was established by Congress in 1964 to create parks and open spaces, protect wilderness, wetlands, and refuges, preserve wildlife habitat, and enhance recreational opportunities. Funded projects must reflect the priorities established in the Statewide Comprehensive Outdoor and Recreation Plan (SCORP) and be available to the general public. Many of the parks and playgrounds throughout Long Beach, as well as the rehabilitation of the bayfront area, could be eligible for funding from this source. For application and deadline information, visit <http://nysparks.state.ny.us/grants/programs/conserv.asp>.

b) Federal Highway Administration Recreational Trails Program

The Recreational Trails Program is a Federal Highway Administration matching grant program for the acquisition, development, rehabilitation and maintenance of trails and trail-related projects. Funded projects must be identified in, or further a specific goal of, the SCORP and must be available to the general public. The boardwalk, public esplanades proposed on the bayfront, and bike paths could potentially receive funding from this source. For application and deadline information, visit <http://nysparks.state.ny.us/grants/programs/recreation.asp>.

c) US National Park Service Rivers, Trails and Conservation Assistance

The Department of the Interior's National Park Service provides advisory services to community groups and local and State governments to conserve rivers, preserve open space, and develop trails and greenways. This program could assist in the development of greenways along Reynolds Channel, as well as the future establishment of a waterfront trail system connecting neighboring municipalities and adjacent parks.

d) New York State Office of Parks, Recreation and Historic Preservation Programs

New York State provides matching funds for park improvements through competitive grants to localities throughout the State. According to the Office of Parks, Recreation, and Historic Preservation (OPRHP), grants are provided for "projects to preserve, rehabilitate or restore lands, waters or structures for use by all segments of the population for park, recreation or conservation purposes, including such things as playgrounds, courts, rinks, community gardens and facilities for swimming, boating, picnicking, hunting, fishing, camping or other recreational activities." Other OPRHP matching grants are available for the acquisition of parkland. If available, these sources could provide funding for capital park

improvements, including the reconstruction of Clark Street Park, or the acquisition of land on the bayfront for recreational purposes.

4. Housing and Community Development

a) US HUD Community Development Block Grant

The Community Development Block Grant (CDBG) program provides communities with resources to address a wide range of unique community development needs. Beginning in 1974, the CDBG program is one of the longest continuously run programs at the Department of Housing and Urban Development. The CDBG program provides annual grants on a formula basis to 1,180 general units of local government and States. Long Beach has been participating in this program for the past 32 years through a cooperative agreement with the Nassau County Office of Housing and Intergovernmental Affairs. Long Beach currently has approximately \$1.2 million for CDBG projects only to be used in CDBG eligible areas, of which Long Beach has many. This funding can be used for a variety of projects including: real property acquisition, relocation or demolition, rehabilitation of residential and non-residential structures, public facilities construction and improvements, limited public services, energy conservation and renewable energy activities, and assistance to businesses for economic development and job creation/retention. The County-funded CDBG program is complemented with several additional funding programs available to Long Beach, including the Home Investment Partnership Program (HOME), Emergency Shelter Grants (ESG), and the American Dream Downpayment Initiative (ADDI).

b) Federal Transit Administration Livable Communities Initiative

The Federal Transit Administration has developed the Livable Communities Initiative (LCI) to strengthen the linkage between transportation services and the communities served. The LCI

is an experiment in the use of sustainable design concepts such as transit-oriented development, community-sensitive transit services, mixed-use development near transit facilities, the provision of safe and secure pedestrian access, and transit-supportive parking management and traffic management techniques. The goal is to increase access to jobs, health care, education, and other social amenities and to stimulate community participation in the decision-making process that leads to these improvements. Development located in close proximity to the existing LIRR railroad station could possibly receive funding under this initiative.

c) The National Arbor Day Foundation Tree City USA

The Tree City USA program is sponsored by The National Arbor Day Foundation in cooperation with the USDA Forest Service and the National Association of State Foresters. The program provides direction, technical assistance, public attention, and national recognition for urban and community forestry programs in thousands of towns and cities nationwide. To qualify for Tree City USA, the City would need to meet four standards: establishment of a tree board or department, a tree care ordinance, a community forestry program with an annual budget of at least \$2 per capita, and an Arbor Day observance and proclamation. Benefits of being a Tree City USA include an established framework for action, education, financial assistance, and citizen pride. See www.arborday.org/programs/treeCityUSA.cfm.

d) New York State Council on the Arts Grant for Architecture, Planning and Design Program

The New York State Council on the Arts provides grants for nonprofit organizations and local governmental agencies to contract the services of an architect, planning, design, or historic preservation professional for a variety of planning and design studies. This type of grant could be utilized for a streetscape design study.

e) New York State Department of State Quality Communities Grant Program

This is a New York State Department of State grant program for planning projects. These funds are designed to assist local governments with planning efforts to: encourage community growth, improve community centers, promote intermunicipal growth, and preserve open space among other initiatives. Eligible costs for the funds include direct salary costs for applicant employees and direct non-salary costs for the project. Examples of funded projects include comprehensive land use planning and conducting a public process to develop a community center vision. See www.qualitycommunities.org.

f) New York State Division of Housing and Community Renewal Programs

The New York State Division of Housing and Community Renewal Programs (DHCR) provides a wide variety of funding options for housing rehabilitation, acquisition and construction. These programs seek to increase the amount of or improve existing affordable housing throughout the State. The programs are available to municipalities, non-profit organizations, or private developers. Funding programs include but are not limited to: Low Income Housing Credit Program, Low Income Housing Trust Fund Program, HouseNY, New York State HOME Program, and Weatherization Assistance Program. Additional information regarding these programs can be found at www.dhcr.state.ny.us/ocd/progs/ocdprogs.htm.

g) New York State DHCR New York Main Street Program

The purpose of the New York Main Street (NYMS) Program is to provide financial and technical resources to help communities with their efforts to preserve and revitalize mixed-use (commercial/civic and residential) main street/downtown business districts. The NYMS Program will provide grants to stimulate reinvestment in properties located within mixed-use business districts located

in urban, small town, and rural areas. Eligible applicants include not-for-profit community-based organizations, business improvement districts, and other entities incorporated pursuant to the Not-for-Profit Corporation Law that will serve as Local Program Administrators. The local NYMS Program must be carried out in a concentrated target area that has experienced sustained physical deterioration, decay, neglect, or disinvestment, and has a number of substandard buildings or vacant residential or commercial units. The target area must be located in a service area that is income eligible. See www.nymainstreet.org.

5. Waterfront Development and Preservation

a) US EPA Beach Monitoring and Notification Program Implementation Grants

These EPA grants are intended to support the initial development and implementation of recreational water monitoring and notification programs or support enhancement of an existing program. Grant funds can be used for operational support or implementation of recreational water monitoring and notification programs. Assistance agreement awards under this program may involve or relate to geospatial information. The City could utilize these funds towards beach and bay water quality testing.

b) New York State Urban Renewal

Article 15 of the New York State General Municipal Law authorizes a municipality to utilize urban renewal powers for the purpose of property acquisition to facilitate redevelopment. The City can, through these powers, assemble and clear a development site(s) in a designated “blighted” area. Such sites can then be sold to private entities for redevelopment in accordance with an approved plan. This tool could be utilized to help assemble parcels for bayfront redevelopment as recommended in the Comprehensive Plan. Urban renewal can act as an economic incentive by the public sector’s assumption of certain costs inherent in assembling properties and by accelerating the

schedule for redevelopment. The City has utilized urban renewal in relation to the redevelopment of the Superblock parcel.

c) New York State Department of State Environmental Protection Fund Local Waterfront Revitalization Program

These Department of State grants fund urban waterfront redevelopment, preparation or implementation of a waterbody/watershed management plan, coastal education and Coastal Resource Interpretive Program signage, community visioning and development of revitalization strategies, completion or implementation of a Local Waterfront Revitalization Program (LWRP) and creation of a blueway trail. The City is already taking advantage of these funds with a grant to prepare an LWRP. Other funding could be used to implement the LWRP and for redevelopment projects along the bayfront. See www.nyswaterfronts.com/grantopps_EPF.asp.

6. Economic Development

Nassau County and the Town of Hempstead were designated as an Empire Zone in 2006, a State program that provides potential tax incentives for economic development projects. Although not a specifically designated area within the Zone, a regionally “significant project” in Long Beach may be considered by the Town or County for Zone benefits. In addition, there is a range of non-profit and governmental agencies available to help small businesses on Long Island expand, rehabilitate, borrow funding, and gain technical assistance. These entities include: Long Island Development Corporation (LIDC), Nassau County Office of Economic Development (OED), Community Development Corporation of Long Island (CDC), and the Empire State Development Corporation.

7. Public Private Partnerships

City partnerships with public entities and private developers are also available to implement development to further the goals of the

Comprehensive Plan. Several of the Areas Subject to Change are currently owned by private entities, requiring development to include coordination with the City. Streetscape, façade improvement and beautification initiatives recommended in the Comprehensive Plan would require public/private partnerships. The City may also consider partnering with private operators if boat docks are constructed at the bayfront street ends of Washington, Lafayette, and/or Laurelton Boulevards.

Redevelopment of the city's bayfront will be based on a series of public/private initiatives. Consolidation of public lands is required before public and private investment can be achieved and utility uses would optimally be consolidated. It is proposed that bayfront redevelopment include the provision of public and private uses including a marina, open space, public amenities such as a new Martin Luther King Center, housing, and commercial development. The City will need to work with a private developer selected for the site to determine the plan and incorporation of public uses to be constructed, maintained, and administered.

The City may also wish to consider private corporate sponsorship of portions of the boardwalk as a way to pay for future replacement of the boardwalk with a more durable material.

E. Other Actions

In addition to the major implementation categories described above, the City has a variety of program and policy options which relate to one or more of the Comprehensive Plan recommendations.

1. Sale of Publicly-Owned Land

The City owns properties throughout Long Beach. Some of these could be sold to generate revenue and to facilitate appropriate development consistent with Comprehensive Plan objectives.

2. Location of City Functions

The location of City functions could have beneficial or adverse impacts on the surrounding area. By relocating, combining or expanding particular functions, the City could accomplish one or more objectives, including freeing up space for redevelopment, providing better services to the community, and/or neighborhood revitalization.

3. Citizen Funded Initiatives

A potential citizen funded initiative is to expand the City's current memorial bench program on the boardwalk to include decorative light poles and benches in other locations, such as the green malls.

V. NEXT STEPS

Following adoption of the Comprehensive Plan, the City should move ahead on a short-term action program that includes:

1. A comprehensive revision of the Zoning Ordinance to accommodate several of the Comprehensive Plan proposals. A comprehensive revision would include adding specific text and map revisions to modernize and update the Ordinance text and format, add new zoning techniques and map new districts.
2. Development of a bayfront redevelopment plan, as well as a blight study, subsequent Urban Renewal Area designation and development of an Urban Renewal Plan for the bayfront.
3. Critical infrastructure improvements, including the relocation of the stand pipe and water tower, and reconstruction of the three wastewater pump stations and potential future conversion of the wastewater treatment plant into a pump station and reuse of the resulting land.
4. Reconstruction of the Recreation Center on site, and reconstruction or relocation of the MLK Center.
5. Implementation of a residential permit parking program in the West End, and seasonal and weekend utilization of the parking lot behind City Hall. Review of parking regulations and designs to increase parking availability. Improve public transportation.
6. A City initiative to repair jetties and mitigate storm damage from the Atlantic Ocean.
7. Implementation of streetscape improvement plans targeted to local conditions of downtown, the West End, Long Beach Boulevard and neighborhood commercial nodes.
8. Develop a Park and Recreation Capital Improvement Plan that preserves and enhances open space and recreation opportunities and facilities citywide.
9. Review all contracts and leases of city owned land and determine necessary modifications to fees or leases. Enforce laws relative to utilization of city owned land.

It is important to note that this Plan, or the Environmental Assessment that preceded Plan adoption, will not negate the need for future site-specific environmental review for zone changes, redevelopment plans, etc. The City of Long Beach Comprehensive Plan is intended to provide reference and policy guidance for subsequent analyses, as required by SEQRA.